

The Hongkong Telegraph

WEATHER FORECAST
FAIR
Barometer 29.80

(ESTABLISHED 1851.)

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June 1, 1914. Temperature 6 a.m. 78, 2 p.m. 83
Humidity 91, 79

June 1, 1913. Temperature 6 a.m. 79 p.m. 84
Humidity 88, 50

281 庚申初月五年寅 甲

MONDAY, JUNE 1, 1914.

一拜禮 號一月伍英倫

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

THE EMPRESS DISASTER.

GRAPHIC ACCOUNT OF THE TERRIBLE HAPPENINGS.

OVER A THOUSAND LIVES LOST; HONGKONG PASSENGERS MISSING.

[Reuter's Service To The "Telegraph,"]

London, Received May 31.

The King has telegraphed sympathy to the Canadian Pacific Railway Company over the Empress of Ireland disaster and a Mansion House Fund has been opened.

The Eureka, the Government vessel which was first at the scene of the disaster, has found fifty bodies.

There is much indignation over yesterday's delays and contradictory announcements.

A Survivor's Story.

The best account of the disaster so far received is that of a London solicitor named Duncan, who when in bed heard two blasts of the whistle, signifying that the vessel was stopping. Mr. Duncan then heard the engines reversing and went on deck, where he found a heavy fog. Suddenly there was a terrific crash and the sound of tearing plates. There was no panic. The crew attempted to help women and male passengers by handing them their own lifebelts, but there was no time to organize anything. The vessel lurched and everything was hurled into the sea. There was a terrible noise made by drowning people and then an ominous silence in which some fought in death-grips. Mr. Duncan felt naked bodies underneath his feet. He was in the water for an hour. The officers faced death fearlessly and the Captain remained on the bridge doing his utmost under hopeless circumstances.

Hongkong Passengers Not Accounted for.

The list of survivors includes Mr. Cox Edwards, of Yokohama, but not Mr. and Mrs. W. D. Graham of Hongkong.

Later.

Mr. Cox Edwards died after being landed.

It is officially stated that 1,032 persons were drowned.

How the Accident Happened.

Reuter's correspondent at Montreal says it is authoritatively stated that the weather was misty but the Empress saw the lights of the Storstad. Captain Kendall gave the order to halt and whistled. The Storstad answered and was then two miles away. Captain Kendall sent the Empress astern. The Storstad apparently thought she could cross the Empress' bows but the prow missed the Empress bows and plunged into her starboard side piercing her plates like tin. The Storstad then backed away, leaving a yawning gap.

One million dollars' worth of silver bullion was lost with the Empress.

Reuter's correspondent at Rimouski says Captain Kendall of the Empress of Ireland, giving evidence at the inquest, confirmed the statement he made yesterday and added that, when the Storstad was a ship's length distant, he (Captain Kendall) megaphoned to her to back-water and simultaneously full speeded the Empress ahead. After the collision he asked the Storstad to continue ahead and fill up the hole, but the Storstad backed. Captain Kendall then tried to beach the Empress but the engines were useless within three minutes, and as the ship was filling he ordered the boats to be launched. There was no explosion.

Shanghai Passenger Saved.

Later.

Mr. Darling of Shanghai (Mr. M. D. A. Darling, Secretary, Samuel & Co.?) was saved by Sir Henry Soton-Karr forcing a lifebelt upon him while he went to seek another.

[The local office of the C.P.R. Company yesterday received the following official account of the disaster:—"The steamer Storstad collided with the Empress of Ireland about six miles N.E. of Father Point, 160 miles below Quebec. She struck the Empress about the after funnel, tearing a hole to the propellers. The steamer sunk in 14 minutes. 150 of the passengers and 327 of the crew were saved out of a total of 1,480. Reuter's are cabling a list of the saved."

Doubts as to the fate of Mr. and Mrs. Walter Douglas Graham, of Hongkong, seem to be set at rest by the announcement that they are not among the list of the survivors. Residents in Hongkong for many years, they made a large circle of friends, who are grief-stricken at the news which has come to hand concerning them. Mr. Graham, who is a cousin of Mr. F. Graham, manager of the Hongkong Electric Company, was general manager in the East for Messrs. Wilkinson, Heywood and Clark, varnish, paint and colour merchants. He had been a Justice of the Peace here since 1906. Mr. and Mrs. Graham, who had 47 children, resided at 7, Yalta, The Peak.

TELEGRAMS.

EXPEDITION SHIP'S FATE.

THE PARTY SAFE.

[Reuter's Service To The "Telegraph,"]

London, Received May 31.

Reuter's correspondent at St. Johns says the expedition ship Karluk was crushed in the ice in January, but the crew landed on Wrangel Island and all are well.

[A telegram from Ottawa, dated December 9 last, stated that Captain Stefansson, the Swedish commander of the British Scientific Expedition to the extreme north-west of America, had sent a message from Barrow Point on October 30 to the effect that his ship the Karluk had been frozen in some fifteen miles off the shore since August 8th and that he believed she was fast for the winter.

Captain Stefansson and six others went ashore hunting on September 30 and a storm sprang up. They returned to the shore and found that the ice had gone and the Karluk, with 25 aboard, was also missing.

The Karluk added the telegram, may have broken free and steamed east, but she probably remained fast in the ice and drifted with it. Capt. Stefansson followed up the coast towards the west as far as Point Barrow, but the Karluk was not sighted.

The Karluk's staff included M. Keohat, the French anthropologist and Messrs. Mackay, Marnen, McKinley, Murray and Mallock, besides the crew and five Esquimaux.]

TELEGRAMS.

TELEGRAMS.

THE PACIFIC RUN.

AN "EMPRESS" RECORD.

[Reuter's Service To The "Telegraph,"]

London, Received June 1.

The O.P.R. steamer Empress of Russia broke the Yokohama to Vancouver record by 8 hours 29 minutes.

[The local office of the O.P.R. Company has received a notification from the Yokohama office to the effect that the Empress of Russia, which left there on May 21, arrived at Vancouver at 7 p.m. on May 30, covering the distance in 210 hours' steaming, which works out at an average speed of 13.86 knots.]

ment Act they were quite unable to make that Bill into a better one. The Unionists were really masters of the situation, because the Government could not alter the Bill unless the Opposition agreed, and they had gone a long way indeed to endeavour to bridge the gulf between them. But in all negotiations there must be an absolute minimum and the absolute minimum so far as he could judge—and he knew he was speaking for a great many other members of the Unionist party—was that the time limit should be taken off the offer the Government made with regard to the extension of Ulster. (Applause.) If they allowed Ulster people time to watch the working of Home Rule in other parts of Ireland, and if the legislation was found to be sound and reasonable and sweet to the taste, it was quite within the bounds of possibility that Ulster would gladly and willingly, within a short period, join with the rest of Ireland. But a settlement would not be brought about if they tried to coerce her. If they tried to coerce her at the present moment they would destroy the possibility of a united Ireland for a hundred years to come.

The Gun-Running.

Referring to the recent gun-running exploit, Mr. Stewart said that while the Radicals were holding up their hands in horror, and saying that the Irishmen had done a very wicked thing, it was by no means clear that the importation of arms into Ireland was an illegal act. (Hear, hear.) The present Government had done their best to make this a legal act because they repealed the Arms Act a few years ago, with the result that the south and west of Ireland had been "arming steadily" for years past. When he was in Clare recently he was shown a little gunsmith's shop, the proprietor of which, his informant told him, had sold 600 revolvers within the previous twelve months. Every man in Clare, Mayo, Galway, and all over Ireland, had a revolver, and if it was right and proper that a Nationalist should be allowed to walk about with a six-shooter in his pocket, why should it be a heinous crime for an Ulsterman to have a rifle to use if he considered it necessary? (Applause.) Whether the happenings of a few days ago were legal or illegal, they showed that the Government's action of three weeks ago had alarmed the Ulstermen. That if they were attacked, they meant to defend themselves—a perfectly human and English attitude for men to take up. (Applause.) If the Ulster Volunteer Force had not been in existence, there would have been a parade of fighting all over the North of Ireland. It was because these Volunteers were an organized and drilled body that the peace had been kept, and if the Ulstermen got fair treatment the peace would be always maintained. Please God, some way out would still be found. For it must be remembered that if a single shot were fired in anger at the present

TELEGRAMS.

HINDUS IN CANADA.

COMPATRIOTS' OFFER OF BAIL.

[Reuter's Service To The "Telegraph,"]

London, Received May 30.

Reuter's correspondent at Victoria says Hindus in Vancouver have offered £100,000 in cash and property as bail for their countrymen on the Komagata Maru if they are allowed to land pending the decision of the courts. The fight will be carried to the Privy Council.

TELEGRAMS.

HOME CRICKET.

LATEST RESULTS.

[Reuter's Service To The "Telegraph,"]

London, Received May 31.

Kent drew with Leicestershire at Catford.

Essex beat Lancashire at Manchester by 156 runs.

Surrey beat Warwickshire at the Oval by an innings and 197.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Latest cricket results are given to-day.

The Empress of Russia has broken the Yokohama to Vancouver record.

A Mansion House Fund has been opened in connection with the Empress disaster.

It is officially announced that 1,032 lives were lost in the sinking of the Empress of Ireland.

A million dollars worth of silver bullion was lost on the sinking of the Empress of Ireland.

The expedition ship Karluk was crushed in the ice in January, but the party is safe and well.

Mr. and Mrs. W. D. Graham of Hongkong are not among the list of the survivors in the Empress disaster.

A graphic account of the sinking of the Empress of Ireland is given by Mr. Duncan, a London solicitor.

The captain of the Empress of Ireland tried to beach the liner after the collision, but the engines were useless in three minutes.

Hindus in Vancouver have offered £100,000 as bail for their fellow-countrymen on the Komagata Maru if allowed to land.

Mr. Cox Edwards (formerly of Hongkong) was rescued in the disaster to the Empress of Ireland, but died after being landed.

When the Storstad struck the Empress of Ireland the latter's skipper requested her to continue ahead and fill up the hole, but she backed away.

NEWS.

Some splendid music was heard at last mass at St. Joseph's yesterday.

The gymnastics passed off very successfully on Saturday. The results appear to-day.

"Our Contemporaries" appears on page 2, and log book on page 3.

General news and an article dealing with rubber plantation reform appear on page 3.

Dr. G. H. Thomas is enrolled as the first graduate of the University of Hongkong.

DON'T FORGET.

TODAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

TOMORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

Crown Land Sale—P.W.D.—3 p.m.

Auction Sale of shoes etc.—G. P. Lammer's Sales Rooms—11 a.m.

Wednesday June 3.
The Hongkong Ice Co. Ltd. Extraordinary General Meeting—noon.

King's Birthday Parade.

Thursday June 4.
Hongkong Fire Insurance Co. Ltd. Extraordinary General Meeting.

Canton Insurance Office Extraordinary General Meeting—11.15 p.m.

Auction of Antique China and Curios—G. P. Lammer's Sales Rooms—2.30 p.m.

Friday June 5.
Auction of Antique China and Curios—G. P. Lammer's Sales Rooms—2.30 p.m.

Saturday June 6.
Auction of Antique China and Curios—G. P. Lammer's Sales Rooms—2.30 p.m.

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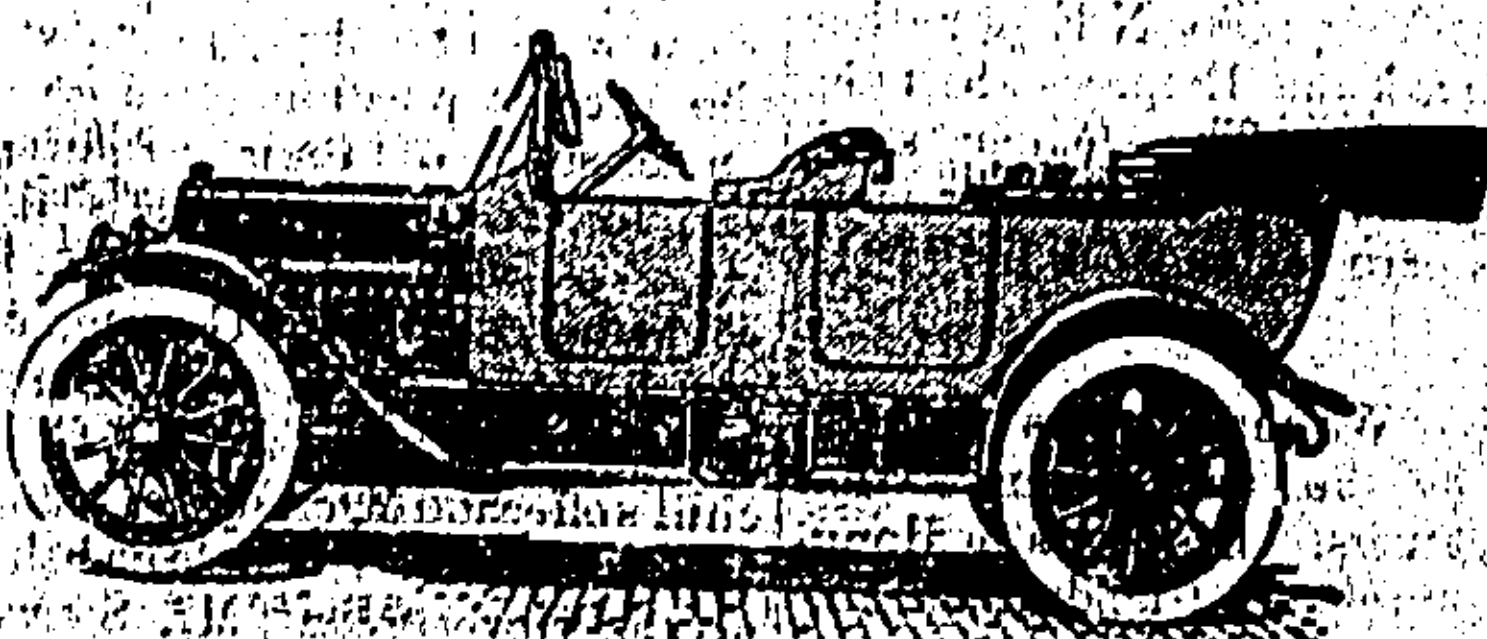
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OUR CONTEMPORARIES.

Daily Press.

The Shipping Disaster.
So far as can be gathered, the officers of the ship nobly did their duty in what one of the passengers has described as "hopeless circumstances," and the fact that something like three-fourths of the crew have been saved may be capable of an entirely satisfactory explanation. We do not yet know how they were saved - whether they rushed the boats or whether they were picked up out of the water. If the latter is the case, it can be well understood how so many of them were saved, for, as sailors, the probability is that they would contrive to keep afloat longer than the average passenger. Then we must take note of the statement that the vessel lurched and everything was hurled into the sea. The crew, who would be at their best stations, would in all probability be among the first to be hurled into the sea by this lurch, while the majority of the passengers perhaps were still in their cubby hurriedly dressing. These are questions which will, no doubt, be thoroughly investigated by the proper authorities in due course, and meanwhile we can but patiently await the pronouncements of the experts and trust that the enquiry into the circumstances of this terrible calamity may suggest still other means than those which exist to safeguard the travelling public from such appalling tragedies.

South China Morning Post.

Loss of the Esmeralda.
It is of not, however, for us to retract every time. The Esmeralda, a cargo ship, was wrecked off the coast of Ireland. The cause of the disaster will be ascertained to the minutest detail and they must be eliminated before we turn our faces to the sea again. There are three main causes in the present disaster which the authorities would do well to ponder over. These are:
(1) The strengthening of the vital parts of all passenger ships to render holing by collision practically impossible.
(2) The placing of boats and rafts in such positions that they will float without regard to the wind or mechanical means from the main and upper decks.
(3) A law insisting upon all vessels in narrow waters remaining at anchor during fog.

China Mail.

The Literary Touch in the Chinese Government.
It was said that the editors of many of the youthful administrators were exceedingly feeble, and could only provide mirth for those who read and understood them. As they could command nothing but mockery for their pains, they were not likely to command the respect and the support of the most important people, over whom for the hour they tried to rule. Both the President and White Wolf in their several spheres seem alive to the importance of this matter. The one is supported by a recognized authority, who will allow nothing to be issued from the President's office, without first seeing that it is able to stand the criticism of the keenest eye; and White Wolf, in his own sphere, is also aiming at the same thing. The moral of it all seems to be that whatever knowledge, aspiration, after position in China may command, unless they, at the same time, are able to use their own difficult language in the approved way, they will stand little hope of obtaining high positions in the Government employ.

For a good solid meal, a la Carte or Table d'Hote with Wines & Liquors of the Best, ALEXANDRA CAFE.

GENERAL NEWS.

Life Saved by a Hook.

M. B. Brown, a man of seventy, had an amazing escape from death in the Avenue Bugeaud, when he was leaning out of the window of his house on the sixth floor, saw the Paris correspondent of the Express. Suddenly he lost his balance and fell out. In his fall, halfway down, he came against an iron hook fixed into the wall of the third floor. There he remained, stunned by his clothes and trousers, with nothing more than a shock.

In Bathing Costume.

A new phase of matrimony was revealed in the Park last month. A suffragette, but previously had been advertised, and during the morning a considerable number of women wearing the colours of the W.S.P.U. and carrying advertising devices, gathered at the water's edge. The letting of boats, however, had ceased, by order of the authorities. The women actually did succeed in boarding one boat, but attendants pulled them out, and in the struggle one of the women fell into the water. One other effort was also unsuccessful. Two women, discarding their long cloaks, appeared in full bathing dress. Plunging into the water, they swam out to the middle, and tried to cut a drift the boat-moved there. They were frustrated in this design and were brought back by attendants.

Large-Olsgow Granary Completed.

One of the largest granaries in the world has just been completed at Meadowlands on the Clyde. The granary, which has been erected by the Clyde Trust, has a storage capacity of 31,000 tons, and will be capable of an annual turnover of 250,000 tons. Two travelling elevators, each of 250 tons capacity, will take the grain in bulk from the holds of steamers lying alongside. The grain will be passed through an automatic weighing machine and discharged on to band conveyors for distribution to any desired part of the building. Grain can also be discharged in sacks at the rate of 500 sacks per hour.

Missionaries Eaten.

The killing and eating of six native missionaries by cannibals in the New Hebrides is recorded in a dispatch to the *Montreal Daily Mail* from Sydney, N.S.W. In March nine missionaries from the Walls Island station went to preach at a native village on Malekula Island, some eight miles distant. The northern portion of this island is inhabited by a tribe known as the "Big Nambas." They are of fine physique, but have an unenviable reputation for cold-bloodedness and treachery, and previous attempts to convert them to Christianity have been fruitless. When the missionaries arrived at a second village they were surrounded by a crowd of armed natives. Six of the missionaries were killed and afterwards eaten. Two escaped to the coast. One victim was tied to a tree and kept there until the cannibals were ready to devour him. At the end of January the natives raided and burnt the store of an English trader named Farrell, and he was compelled to leave the island. Three members of the French recruiting corps Gade-loupe were on another occasion enticed ashore, killed and eaten.

An "Appalling Fact."

The Superintendent of Education, Mr. C. J. Mudie, in the course of a speech at the annual prize distribution of the Matrizburg Technical Institute, in South Africa, reports *Indian Opinion*, said:—Do we, for example, realise sufficiently the appalling fact that the native population in this Province alone outnumber the white in the ratio of 10 to 1? Are we aware there are 80,000 pupils in our native schools, that the number increases in greater proportion yearly; and that they are apt to learn and keen on education? Do we know that, within the last year or two, different religious denominations in the Province have established five great schools for the training of native teachers? Truly this is a subject worthy of our deepest thought. The educated black man is already treading on our heels, and it behooves us to fit ourselves to maintain our place in the van, to rule and not to be ruled.

RUBBER PLANTATION REFORM.

Pointed Comments by the "Times."

In view of the position which the company has attained in the plantation industry, Linggi and rubber have come to be regarded almost as synonymous terms, and therefore no apology is needed in drawing attention to certain features in the report of the Linggi Company, and to the questions which they raise in regard to the industry generally. A cursory examination of the document might easily give an unfavourable impression and lead to erroneous conclusions: there was a comparatively slight increase in production, the average price realized was about 1s. 7d. less, the profit per pound decreased by 1s. 2d., the total profit declined from £147,814 to £83,746, while the dividend is reduced from 1431 per cent to 70 per cent. Last year's results look even poorer as compared with those obtained during the prosperous days of the boom. In 1910 the profits amounted to no less than £271,161 and the dividend to 2375 per cent. It is true that the falling off in profits during the past three years is disappointing to those who acquired their shares at the absurdly high premiums reached during the boom period, but shareholders of longer standing, though they may regret the reaction, will not be inclined to complain, in view of the past record of the company, for in less than 20 years it has distributed over 900 per cent in dividends—a remarkable result for a company which in its earlier days had to resort to the making of Government roads and the cutting of railway sleepers out of timber on the property in order to provide funds for keeping it alive.

A closer examination of the report, however, reveals progress in important matters affecting the plantation enterprise which will interest shareholders in rubber companies generally. In view of the great expansion in the past few years in the production of the plantation variety experts have for years past justly felt that it would be unwise to reckon upon an average price higher than 2s. 6d. per lb., while in some quarters there is a disposition to look for an appreciably lower level in the future, when the estates reach full maturity. During the boom period the liberality of expenses matched that of dividends, but the heavy fall in the price of rubber has naturally made the question of lower costs a vital one. A great deal has been effected in this direction, but economy of management remains still the dominant problem of the industry. Old methods of tapping were found to be injurious in the long run, and have been replaced by new systems, and the comparatively small increase recently in the production of the Linggi is to be attributed to a change of this kind. The tapping system now employed by the company is lighter, and provides six years for the renewal of bark, and it has justified itself already, the directors state, for it is doubtful whether the adoption of any other would have secured larger yields than are now obtained. Very little new rubber will come into bearing this year, but the better condition of the bark enables the visiting agent to anticipate a higher rate of yield than was obtained last year, which is expected to raise the total output by about 100,000 lb. One of the most encouraging features of the report is the reduction which has been effected in the average expenses. The "all-in" costs show a reduction of no less than 5801. per lb. as 1s. 4.20d., a noteworthy achievement in view of the comparatively small increase in output. Costs should show a further reduction when the system of clean weeding, which was only undertaken two years ago, has been more thoroughly carried out. The company's estates were more productive last year by 211b. per acre, the average yield being 332lb., which, though much below the quantity which it is estimated an acre will produce at maturity, must be considered satisfactory for one of the main features of the year's work was the continu-

CANADA AND PANAMA.

The enormous advantages accruing to Canada from the Panama Canal were explained in an interesting paper read by Mr. F. B. Vrooman, the well-known writer and explorer, at a meeting of the Royal Colonial Institute, held in the Whitehall Rooms, Hotel Metropole.

How greatly Great Britain is affected may be seen when it is realised that nine tenths of British possessions are in the Imperial Pacific British domain. So profound is the change to be wrought in Canada, that the Panama Canal is already throwing up across the Dominion a new economic continental divide. This means that the movements on the new Pacific will draw two thirds of the Dominion's surplus towards it.

Liverpool sets the world's price on the world's wheat. In Canada, for example, the price of wheat, whether for export or home consumption, is the price of Liverpool less the cost of getting it there. It must be remembered, therefore, that the actual cash value of the canal to the prairie farmer accrues, not only to the export grain, but to every commodity, export or import, mine, factory, forest, and farm, whose cost of freight into or out of the country, will be reduced by the Panama Highways.

Illustrating, by the single commodity of grain, the new Pacific economic drainage system, which is being created from the continental divide already mentioned, the startling fact at once stands out that grain rates from Vancouver to Liverpool, via Panama, will be less than half the rate from Alberton points to Vancouver. This means that the Panama Canal will put the Alberta farmer in the summer about 7 cents and in the winter 15 cents a bushel nearer Liverpool. Averaging these figures and using round numbers, it is thus evident that the canal will add 10 cents a bushel to the value of every bushel of grain to be grown in Alberta.

Had the canal been finished, and had there been proper and adequate dock and harbour facilities at Vancouver to handle the grain the Panama highway would have meant a clear gain to the farmers of Alberta alone of about \$4,000,000 on the 1912 crop. It is easy to see, not far hence, for the farmers of Alberta and Saskatchewan, a free gift from the new route of something in the neighbourhood of \$50,000,000 a year in freight rates saved.

Stop of the thinning out of areas which experience has shown to be too thickly planted for the best results to be obtained. This process is expected to be completed at the end of this year, when practically all the old areas will be reduced to an average of 110 trees per acre. The experience of the company has indicated that the smaller number of trees will not, in the end, mean lower yields from a given area, the wider space allowed favouring the production of a richer bark. Moreover, a considerable economy in cost of collection is expected to result from this change of planting practice.

Other plantation companies faced with the same difficulties which have confronted the Linggi are profiting by its experience, and are making the conservation of bark and the saving of labour the main objects of their economy. But the secret of the Linggi's past success is to be attributed very largely to the fact that, like other plantation companies formed before the boom, this company is capitalized on a conservative basis. The authorized capital per acre owned is less than £10, while the issued capital is equal to less than £14 (per planted) acre. The corresponding figures for 30 Malayan companies formed in the existing days of boom were £31 and £102 respectively. —The Times.

If you have lost your appetite for one of the big variety of dainty dishes at the ALBERTA DRINK CAFE is sure to tempt the year's work was the continu-

Prepaid Advertisements

ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

ROGATE, Austin Road, Kowloon; unfurnished. No. 19, Shelley Street.

TO LET.—No. 5 Mountain View from 1st April 1914. Newly painted and colourwashed.

TO LET from 1st June 1914, 55 ELGIN TERRACE, newly painted and colourwashed.

No. 12 Beaconsfield Arcade, Shop.

No. 7 Mountain View.

No. 20 Bellfield Terrace, newly painted and colourwashed.

FOR SALE.

"GLENSHIRE" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [21]

TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET.—Part of First Floor of No. 15, Des Vaux Road Central. Immediate Possession. Also Motor Boat for sale. Apply DRAGON CYCLE Co.

TO LET.—From 1st July 1914. In Canton on Shamen Lot 55. The premises now in the occupation of the Bank of Taiwan Ltd. Apply to DAVID SASSOON & Co. Ltd. Hongkong.

12) MILLION DOLLARS.

Spent Yearly by Americans on Tobacco and Chewing Gum.

In a statement made in praise of the American Society for Thrift, Representative J. Hampton Moore, of Pennsylvania, said:—

"Americans are a money-spending mad people. The diamond rings, gold chains and other articles which have been bought for sweethearts, wives and daughters during the last five years would foot up a total that is more than twice the sum spent by the United States to construct the Panama Canal. We are spending more than 25,000,000 dollars (\$5,000,000) a year for chewing gum alone. Our national tobacco habit has burned approximately 35,000,000 dollars (\$7,000,000) last year.

These remarkable figures were given by Mr. Moore as a partial explanation of the high cost of living, which, he says, could be materially reduced if Americans paid some attention to the ordinary demands of economy and reasonable habits of life.

Royal Visit to Denmark. The King and Queen will pay a return visit to the Danish Court later in the year. It is

understood that the Prince of Wales and Princess Mary will accompany their parents. During the visit the much-discussed meeting between King George and the Czar will take place.

Notices.



Nothing is more worth of your consideration than the welfare of your eyes. The trouble that today is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and if your eyes are giving trouble call on us and have them examined. No charge for sight testing.

H. LAZARUS, OPHTHALMIC OPTICIAN. Tel. 1282; 1A, D'Aguiar St.

Apollinaris THE QUEEN OF TABLE WATERS.

Supplied under ROYAL WARRANT OF APPOINTMENT to HIS MAJESTY KING GEORGE V.

QUEEN'S DISPENSARY

IS THE DISPENSARY THAT IS ALWAYS AT YOUR SERVICE.

PRICKLY HEAT LOTION. PRICKLY HEAT POWDER.

LOTION

An infallible remedy for irritation of the skin caused by Heat, Freckles, Sunburn, Tan, etc., speedily removed by its use, and a generally healthy tone imparted to the skin.

Large Bottle Cents 75.

POWDER

A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.

Large Tin Cents 60.

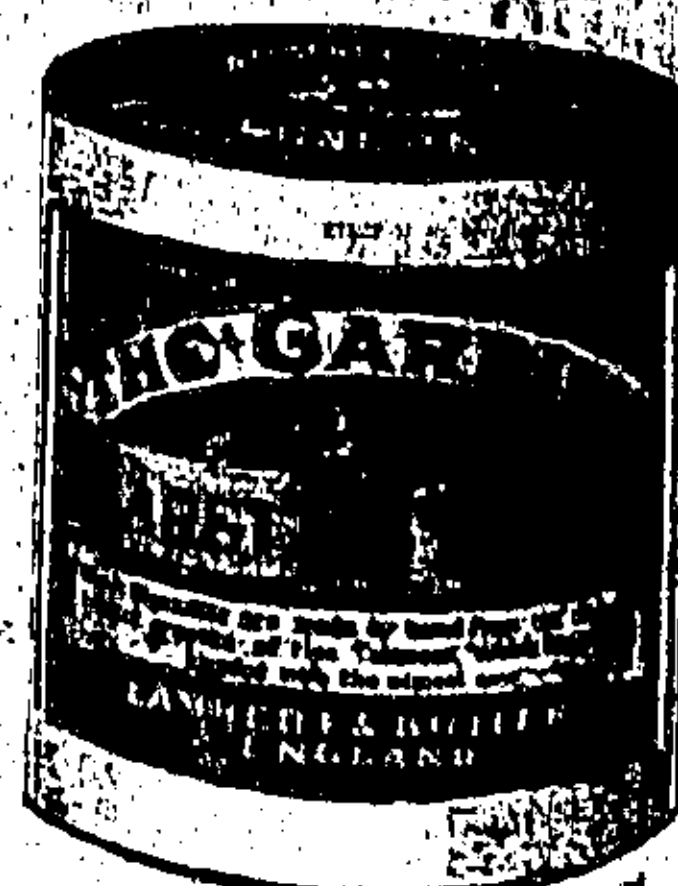
CURE FOR

PRICKLY HEAT AND SUNBURN.

Notices

"CARRICK"

THE FAMOUS VIRGINIAN CIGARETTE.



CONSTANT GROWTH SIGNIFIES CONSTANT MERIT.

A SHIPMENT HAS JUST ARRIVED FROM ENGLAND.

LANE, CRAWFORD & CO.

JUST RECEIVED A NEW CONSIGNMENT OF

LAWN TENNIS RACKETS

INCLUDING

SPALDINGS "GOLD MEDAL"	PRICE \$20.00
"TOURNAMENT"	12.50
"SURREY"	10.50
"GREENWOOD"	6.00

Tennis Nets, Tennis Posts, and all Accessories

RANSOME'S BRITISH LAWN MOWERS.

THE MEDICAL HALL

Deutsche Apotheke. :: Pharmacie Internationale.

Promptness and Efficiency in filling Prescriptions. Only the best Pure Drugs used.

HOURS FROM 8 A.M. TILL 6.30 P.M. TEL. No. 1001

OUR PATRONS CAN RECEIVE ATTENTION AFTER OFFICE HOURS BY RINGING

NIGHT CALLS FOR URGENT CASES RESPONDED TO AT ANY HOUR. RING UP. TEL. No. 1001.

GUARD AGAINST PLAGUE.

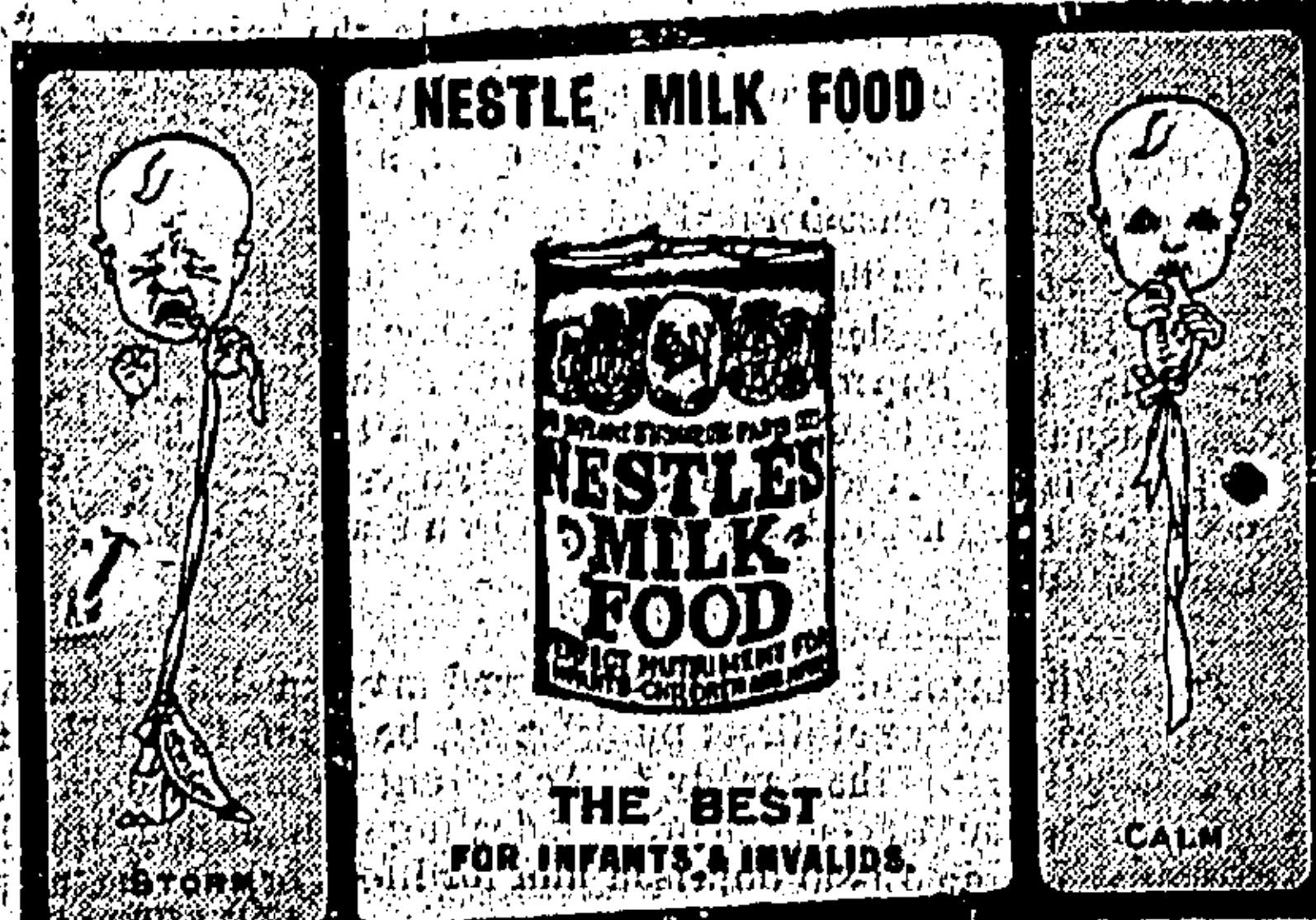
The season is with us when the utmost care should be taken to avoid infection.



IS THE IDEAL DISINFECTANT.

The cost is insignificant in comparison with the results. IZALISE the Home, the Office, the Workshop.

W. R. LOXLEY & CO. Agents: YORK BUILDINGS.



OBTAINABLE AT ALL STORES.

WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET AND HOUSEHOLD. Used in the Bath it promotes healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver and Plated Ware, etc.

WATSON'S CELEBRATED CORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions

WATSON'S SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

A. S. WATSON & Co., Ltd.,
Hongkong Dispensary & Kowloon Dispensary.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$30 per annum.

Weekly issue—\$3 per annum.

The rates per quarter and per month, proportional. Subscription for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to a messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

請向各埠代售處或本報廣告部接洽

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, MONDAY, JUNE 1, 1914.

DEALING WITH THE CRIMINAL.

The banishment of Chinese criminals is a subject of peculiar interest to Hongkong. Scarcely a week passes that does not see one or more of these individuals brought up at the Police Station on a charge of returning to the Colony before the expiration of the period of banishment. In some cases even they are found back again a week or two after their expulsion. It is a knotty problem with which to deal, and, as we recently noticed, Shanghai is finding the same difficulty in solving it as is Hongkong. Not long ago the police authorities there tried a new experiment by adopting a method of suspension of sentence, but we observe that the evil of the returning banished is still felt in the Northern Settlement.

The conditions in Shanghai are not precisely on all fours with those in Hongkong, but the similarity of the eventual upshot—namely, the frequency with which deportees return—provides sufficient reason for taking note of the developments there. In many instances habitual criminals in Shanghai are handed over to the Chinese authorities for deportation, and in the opinion of some people this step is considered to end the offender's career so far as the locality is concerned. In a recent report, however, the Captain Superintendent of Police pointed out that in practice this is far from being the case, as "in the majority of cases the culprit promptly reappears in the Settlement and re-commences his profession of crime." In the Superintendent's opinion the present method is tantamount to losing upon society, after a short term of imprisonment, men who it is known will never reform, who have been a life of crime, and are willing to run all the risks which that life entails.

That in the method of the system followed may, modified to fit in with the local practice of direct punishment, be applied equally to Hongkong. What is the remedy? According to the head of the police in Shanghai, the only manner of dealing with the deliberately professional criminal is to imprison him for life, "or, in the more serious crimes, to deal with him even more severely." That is a drastic mode of dealing with the problem, but so far as efficacy goes it would assuredly be an improvement on the present futile methods employed both here and in Shanghai. Punishment more on the lines of the Chinese method might help to strike terror into the hearts of the lawless, and by resulting to crime, flourish in

A Painful Coincidence.

A statement is made elsewhere in this issue to the effect that the Empress of Russia has broken the record for the run across the Pacific. It is rather a painful circumstance that while one vessel of the C. P. R. fleet was proudly putting up new figures for the Pacific, another should be plunging into the depths of the Atlantic. The worst fears have been confirmed regarding the loss of life in the awful disaster. Far from all the passengers being saved, as one telegram stated on Saturday, the death-roll numbers over a thousand. With only some twelve hundred on board, it is evident that the vessel must have gone down very rapidly. The full story has yet to be told, and it will probably read as harrowing as did that of the Titanic. The affair is the more painful in that it is clear that all precautions had been taken on the Empress liner. On the collision, it would appear, risks had been taken in the fog. One could understand a liner taking chances in a fog, but not a collier. It would seem as though something would seem clearing up here.

A Grumble.

The gymkhana passed off very successfully on Saturday, though not without a grumble being heard. This was caused in the fourth race and was the result of the drawing of the sweepstake. After the draw had been made, it appears, it was discovered that one of the horses had not been drawn. There was a difficulty and, to escape from it, the draw was made over again. Naturally, the people who had drawn the winning horse in the first draw and who drew blanks in the second were not at all well pleased with themselves or with those who had made the first mistake. They could not be blamed for that; no man likes to see a few hundred dollars slipping through his fingers when the fault is not his. The easier way out of the difficulty, it seems to us, would have been to have completed the first draw by drawing only the missing pony. But there may have been good reasons why this course was not adopted, though they are not readily apparent.

Lighting of the Praya.

While most visitors who come to our shores pay graceful compliments to the general appearance of the Colony, it is occasionally the case that some have a few kindly criticisms to offer. One such recently passed on to us a suggestion for the improvement of the lighting of the water-front. He says the illumination along the Praya is very poor compared with most ports, and does not see why it might not be materially strengthened. It is often the case that defects or shortcomings are not noticed until attention is called to them; and this seems an instance in point. We have become so accustomed to the conditions on the Praya that we have failed to realise the poorness of the lighting.

A Muddled Case.

From time to time we have had occasion to comment on the reckless cycling in Kowloon, and have urged that the police should make an example of some of the guilty youngsters. It has been left to a private resident, however, to take action, though we regret that a misunderstanding has prevented the law taking its full course. It seems that two youths were on one bicycle when they collided with a doctor's ricksha, breaking off the shafts. A summons was taken out, and on the first appearance of the defendants the case was adjourned until next day. The doctor put in an appearance at the hour fixed, on the date of adjournment, but was informed that the case had been called half an hour earlier, and, in his absence, had been struck out. As it was, the prosecutor put himself to considerable inconvenience to attend Court, and it certainly is much to be regretted that it should be possible for a case to be muddled up in this way. On this occasion the Court was ahead of its time, but we have known cases in which Europeans who have attended at an hour fixed have had to wait for two hours before their case has been called on. If more consideration is not shown, there need be no surprise that Europeans hesitate to take up a prosecution.

DAY BY DAY.

WONDROUS IS THE STRENGTH OF CHEERFULNESS, ALTOGETHER FAST CALCULATION ITS POWERS OF ENDURANCE, EFFORTS TO BE PERMANENTLY USEFUL, MUST BE UNIFORMITY YOUNG—A SPIRIT OF SUNSHINE, GRACEFUL FROM VERY GLADNESS, BEAUTIFUL BECAUSE BRIGHT.—Cady.

The Weather.
Lower level 8 a.m. Temp 80; sunshiny.
At the Peak 8 a.m. Temp 71; sunshiny.

The Mails.
Canadian, American and Siberian Mails.—Due per s.s. Empress of Asia to-morrow.
French Mail.—Due per s.s. V. Clotat to-morrow at noon.
French Mail.—Closes per s.s. Magellan to-morrow at 11 a.m.
Siberian Mail.—Closes per s.s. Sado Maru to-morrow at 3 p.m.
Siberian Mail.—Closes per s.s. V. Clotat to-morrow at 5 p.m.

Cricketers' Return.
The Hongkong Interport cricket team is due to arrive back by the Empress of Asia to-morrow morning.

Soldiers and Sailors.
Twenty-four French soldiers and sailors are passing through on the Magellan, being bound from Shanghai to Marseilles.

The French Mail.
The Robert Dollar Company's steamer Mackinaw which arrived in port to-day brought up the French mail from Saigon.

Lawn Tennis.
In the Hongkong Lawn Tennis League on Saturday the Kowloon "B" Team beat the Olympic Club by one game—50 to 49.

Langkat Output.
Messrs. Wright and Horaby inform us that the Langkat output for the past two days were 350 and 362 tons respectively.

Coat Robbed.
A coolie living at 22, Pokfulam Road has complained to the police of having been robbed of clothing and a pipe to the total value of \$13.

Returned.
Among the passengers who arrived from Japan by the Atsuta Maru to-day were Lieut. Col. and Mrs. Radcliffe, and Mr. F. M. Crawford.

To the China Station.
Aiding Sub. Lieutenants A. A. Mackinnon and G. Stopford-Saunders have been appointed respectively to H.M.S. Newcastle and H.M.S. Hampshire.

Carpet Stolen.
Melba Levy, of 33 Wyndham Street, has complained to the police that yesterday between 2 and 5.30 p.m. a carpet which had been put out into the street to dry was stolen.

Bux-Perkins Fight.
Writing to Mr. Teit, of the Olympic Athletic Club at Manila, Iron Bux says Perkins was undoubtedly the "toughest nut" he was ever up against in his featherweight division.

Trading Junk Sunk.
The master of the trading junk T844H has reported to the Police that while he was lying alongside the Praya wall his boat was run into by the steam launch Li Tau and sunk. The estimated loss is \$400.

The Snatcher.
Mrs. Taylor, of 10, Kennedy Road, has reported to the Police that while she was walking along Victoria Street towards Queen's Road a Chinese snatched from her hand a bag containing a few small articles.

Fire Outbreak.
A small fire occurred on Saturday at 107, Temple Street, ground floor. It was caused by the upsetting of an oil lamp near a mosquito net. Damage was done to the extent of \$5 before it was put out by the police and the inmates of the house.

Latest Advertisements.
Messrs. Moutrie and Co. advertise their well-known pianos.—Page 5.
Ford Motor Cars are advertised by Messrs. Alex Ross and Co.—Page 5.

Messrs. Kruse and Co. advertise Vichy Celestins, the famous table water.—Page 5.

The Hongkong Tramway Co. announce their special summer service of cars; public bathing; and band nights.—Page 5.

All Fire Insurance Offices are to be closed on Wednesday.—Page 5.
All Marine Insurance Offices are to be closed on Wednesday.—Page 5.

SILVER WEDDING.

Dr. and Mrs. Francis Clark.

Dr. and Mrs. Francis Clark will celebrate their silver wedding at the University to-day, and we are quite sure that their many friends will hope that, in the fulness of time, they will be privileged to celebrate their golden wedding, if not in Hongkong then in the old country.

Dr. Clark has been Medical Officer of Health of the Colony for the past nineteen years and has served on both the Legislative and the Executive Councils of Government. He has during that time taken a very active share in our social and educational life; thus for fifteen years he was Dean of the College of Medicine, and became Dean of the Medical Faculty when the College was incorporated in the University some two years ago; he has been Commodore of the Corinthian Yacht Club for the past ten years; is one of the Trustees of St. John's Cathedral, and has been, for some few years past, Deputy District Grand Master of English Freemasonry for South China.

Both Dr. and Mrs. Clark took a considerable part in the work of the A.D.C. some years ago, when Sexton, Noble, Caird, and Balloch trod the boards of our local theatre, and many a concert has been brightened by Mrs. Clark's tuneful singing of dainty ballads.

We gather from "Who's Who" and other sources that Dr. Clark is the eldest son of the late Francis Mallard Clark, sometime chief clerk (higher division) in H.M. Civil Service (Admiralty), whose forbears for generations had been officers in His Majesty's Navy, while Mrs. Clark is the eldest daughter of the late Francis Andrews, who in the early sixties was manager of the Agricultural Bank in Hongkong. On the maternal side Dr. Clark (whose mother is a daughter of the late Robert H. Roe and is yet alive) can boast a long succession of golden weddings, and the following extract from a Cheltenham newspaper of 1888 is interesting:—

"On Monday last the golden wedding of Mr. Robert H. Roe, of 'Fromehead,' and Mrs. Roe, was celebrated at Christ Church Lodge, Cheltenham, the residence of their daughter, Mrs. W. B. Masefield, and was attended by many guests. It may be interesting to mention that both the father and grandfather of Mr. Roe lived to celebrate their golden weddings; the former, the late Mr. Robert Roe, of Freemont and Newton, Mount Kennedy, Co. Wicklow, on the 17th April, 1854, and his wife, Mary Legge, granddaughter of the tight lion, J. Bilson Legge, Chancellor of the Exchequer in the reign of George the Second; and the latter, his grandfather, Mr. Robert Roe, of Seafin, King's County, and his wife, Grace Hodgson, nee of the Earl of Ross, whose golden wedding was celebrated in the year 1819."

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9.40 a.m. to-day:—
Cyclone or Typhoon, E. Aparri, less than 300 miles distant, moving N.N.W.

Tenders.
Tenders are being invited by the Government for the purchase of pine trees, brushwood and prunings from the trees, and also for the training of nullahs at King's Park.

Land Sale.
Inland Lot 2070, below Kennedy Road, is to be sold at the P.W.D. Offices on June 15. The upset price is \$2,570.

Wedding Ring Lost.
Mr. R. Newman of the Chinese Maritime Customs has lost a wedding ring valued at \$20. It appears that Mr. Newman, who was a patient at the Government Civil Hospital, left the ring on the wash stand while washing. He forgot to take it up when he left the room and on his return found that it had disappeared.

KING'S BIRTHDAY PARADE.

Wednesday's Celebrations in Hongkong.

Garrison orders issued by Colonel W. Baker Brown state that the King's Birthday parade will take place on Wednesday on the Hongkong Cricket Ground. The following troops will take part:—

R. N.	100 rank and file
R. A.	90 "
R. E.	88 "
D.O.L.I.	134 "
H.K. Volunteers	50 "
H.K. Reserves	50 "
Cadet Co.	50 "
H.K.S.B. & G.A.	50 "
8th Rajputs	80 "
25th Punjab	80 "
20th "	80 "
40th Pathans	80 "

In addition the colours of the undermentioned will be brought on parade, the colour party forming up in their place in review order.

2nd Batta. D.O.L.I., 25th Punjab, 8th Rajputs, 26th Punjab.

Each detachment of a unit of the Indian Army to be under the command of a British Officer.

Uniform—Review order, khaki, medals to be worn. No officers to be mounted.

All detachments to be in position as per map issued with these orders, by 7.30 a.m. Markers to report to the Garrison Sergeant Major by 7.15 a.m.

A Royal Salute will be fired on the Murray Parade Ground by the 24th (H.) M.B.R.A.

All the remaining troops in Victoria not on parade on the cricket ground will parade behind the 24th (H.) M.B., to be formed up at time as stated above, in order of precedence of units; 10 paces distance to be kept. These troops will conform as far as possible with the movements of those on the cricket ground, but will not fire a feu-de-joie nor march past. The senior officer present will be in command.

The O.O. 2nd Batta. D.O.L.I. will arrange for keeping the public clear of the parade ground.

Detachments will fix bayonets on arriving at their positions and officers and colours will take post in review order.

All general executive words of command will be given by the O.O. Troops unless otherwise notified (vide separate instructions circulated.)

On arrival of H.E. The Governor the troops will "slope" and "present arms" (band playing the first six bars of the National Anthem); the Union Jack will be broken out; arms will then be "ordered" and detachments "stand at ease."

His Excellency The Governor will then inspect the troops and return to the saluting base when the troops will unfurl bayonets.

On one "J" being sounded the 24th (H.) M.B. will fire a Royal Salute. After the 7th, 14th and last round of the salute the troops will fire a feu-de-joie.

At the conclusion of the feu-de-joie the troops will fix bayonets, "slope arms" and give a Royal Salute, the band playing the National Anthem. They will then "slope" and "order arms."

The troops will then be ordered to remove their head-dress and give three cheers for His Majesty, and the head-dress replaced.

Detachments will then move to the right in fours and march past H.E. The Governor, in succession, an interval of 20 paces being kept between units.

O.O. Detachments will march past 3 paces in front of their leading section of fours, and will salute as laid down in para. 65, Ceremonial; other officers will "carry" swords only on the command "eyes right."

Troops having marched past will pass out of the cricket ground by the opening marked "Z" on the map; then proceeding to their private parades.

The O.O. 2nd Batta D.O.L.I. will please detail his band to play the detachments past; also a bugler to attend the O.O. Troops.

The D.D.M.S. will arrange for the attendance of a Medical Officer, with stretchers, to be stationed near the pavilion on the cricket ground.

All Officers quartered in Hongkong, not on duty, will attend as spectators.

HONGKONG UNIVERSITY.

The First Graduate Enrolled.

On Saturday evening the members of the University Court and the students at the University were present to witness the presentation of the degree of Master of Medicine and Master of Surgery to Dr. G.H. Thomas to whom belongs the unique distinction of being enrolled as the first graduate of the University. The function, which was of a semi-private character, was attended by H.E. the Governor who, in the capacity of Chancellor of the University, conferred the degrees after the recipient had been introduced by the Dean of the Medical Faculty.

After the ceremony the Vice-Chancellor of the University, Sir Charles Eliot, entertained a large company to dinner, the health of the enrolled graduate being proposed in a happy speech by H.E. the Governor. Dr. Thomas duly replied.

Mr. Kadoorie's Gift.
In the course of the evening the host made the announcement that Mr. Ellis Kadoorie had authorised him to state that he would present to the University the sum of \$16,000 for the salary of a lecturer in physics for the next four years. It was hoped that in some way the name of the donor would be associated with the lectureship.

GRAND MASS.

Remarkable Music at St. Joseph's Church.

Those who had the good fortune to be present at last Mass at St. Joseph's Church (R.O.) yesterday morning, will long remember the charming music which they heard, thanks to the creditable rendering of Mattioli's Mass, by Mr. F. Braga, the organist and choir-master, and the soloists Miss Ros, Mrs. Charlton and Mr. Lyth. Mattioli by this composition manifested his claim to being a musician with wonderful powers of expression and a master of harmony. The Mass is perfectly liturgical and elaborate in inspiring limits—full of the most powerful emphasis and grandiosity. In selecting this particular Mass, Mr. Braga has spoken wonders for his choice knowledge of music, and has displayed a taste that certainly would secure for him the admiration and compliments of lovers of good music. He has proved a most worthy successor to the indefatigable, and sunny dispositioned Mrs. Lamb, who left these shores for England quite recently, and who did good work for the choir at St. Joseph's Church. The Rev. Father Augustine was obviously affected by the impression the service made on the congregation. The Tantum Ergo and the O Salutaris were capably contributed by the lady soloists, whilst Mr. Lyth is to be complimented on his rendering of Veni Sancte Spiritus (Neukömm), the flute accompaniment assisting materially in the charming impression the solo made.

All Officers, warrant officers, N.C.O.'s and men, attending as spectators will wear review order (khaki).

Officers commanding, and heads of departments attending the parade will take up a position near the flagstaff.

A limited amount of room is available for officers and their families on the East of the flagstaff, and for warrant officers, N.C.O.'s and men, and their families, on the West of same.

The C.R.E. will provide and arrange for the erection of a flagstaff.

The O.O. A.S.O. will arrange for water transport for detachments from out stations.

The remainder of the units not included in the foregoing order, No. 670, will celebrate the Birthday of His Majesty The King, by a parade on their respective parade grounds.

Peak Re-numbering.
The houses on the Peak have been re-numbered by the Assessor, and the alterations are given in the Gazette. A copy of the list can be obtained at the Assessor's office.

THE GYMKHANA.

Good Sport at the Second Meeting.

The appended returns are those of the events which took place after we went to press on Saturday.

3.—Gymkhana Stakes.—Value \$200. Distance One Mile. For all China Ponies. Catch weights at 10 st. 6 lb. Winners of an open race or ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5 lbs. extra. Nonwinning Subscrip in Griffins allowed 5 lbs. A Cup to be run for five times called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race this season to carry 5 lbs. extra for each win in subsequent starts for the Race, but in the event of a Pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. In the event of two or more ponies tying with the same number of marks after five races have been run the owners shall either divide the value of the Cup which is hereby placed at \$400 or shall run off on a day to be fixed by the Committee not being the same day as the last race for the Stakes but within two weeks thereafter. In the event of a run off the weights shall be weight for inches as per scale; Entrance fee \$5. 2nd Prize: \$100. 3rd Prize: \$50.

Mr. Ellis Kadoorie's Roman Chief 149 (Pope) 1
Mr. J. O. Ferguson's Vadeem 147 (Sedgwick) 2
Sir Paul's Monarch Dahlia 148 (Knoll) 3
Also ran: Mr. David Landale's Dumfries (Beith), Mr. Norman's Soli Kwei (Gegg), Mr. Brutton's Joss Mighty (Hastings), Mr. N. J. Stabb's Mallard (Master), Mr. W. R. Richardson's Crown Aster (Hickman).

When the field settled down Vadeem was the pioneer followed by Dumfries, Soli Kwei, Mallard and Crown Aster. Rising the hill Soli Kwei improved his position, rushing amongst the first three. Vadeem still led when the village turn was negotiated, and at the turn into the straight Roman Chief came from the rear and soon deprived Vadeem of the premier position. Monarch Dahlia immediately challenged the Chief, and gaining the inside position led to the distance post. Knoll commenced to ride the Dahlia, but Roman Chief came along with a rattle and a few ideas later got to the front. Monarch Dahlia then shut up and Vadeem coming along gamely pressed the leader, the race ending in favour of Roman Chief by half a length. Monarch Dahlia, a length away was third, and Mallard, badly ridden, was fourth.

Time 2.10.15.
The Cash Sweep paid: No. 135, \$567; No. 2, \$102.00, No. 187, \$81.

The Pari paid: Winner \$23.60. Placed ponies: \$8.80 \$15.90 \$8.30.

4.—"A" Class of Ladies' Nomination. Three Furlongs Scurry.—For China ponies, subscription griffins of any season and bona fide polo ponies certified as such by the Secretary Hongkong Polo Club and which have been regularly played prior to the 5th May, 1914. Catch weights 155 lbs. Winners of races, including races on Off Day and at Gymkhana, one race 7 lbs. extra, two or more races 10 lbs. extra. Ponies to be nominated by a lady. Entrance fee \$5. First and second prizes for ladies presented by the Gymkhana Club. Owner of winning pony to receive \$50 and second pony \$25.

Mr. E. Shellim's Tango, 162 (Knoll) 1
Mr. Billiards' Fluke 155 (Hastings) 2
Mr. Brutton's Brympton 162 (Pope) 3
Winner nominated by Mrs. Shellim: 2nd by Miss Dorothy Gordon, 3rd by Mrs. Evan J. nos. Also ran: Mr. David Landale's The Cat (Beith), Mr. H. O.

FORMER EMPLOYEE'S THEFT.

At the Police Court this morning a Chinese was sentenced to six weeks' imprisonment and four hours' stocks for stealing some drawn thread work and ornaments, the property of Mrs. Barker, Hapar Villa, Robinson Road.

It transpired that when the prosecutrix lived at Tower House, Kennedy Road, the defendant was employed by her. In November last he was sentenced to three months for the larceny of \$50. Sergeant Pincoff arrested him on Saturday in connection with the present charge on which he was sentenced as mentioned.

Gray's Springwood (Clarke), Mr. Thomas Pegasus (Sedgwick), Messrs Lowe and Hickman's Dunin (Hickman) Mr. Gilpin's Candy Kid (Ferguson).

Tango got a flying start, and Knoll sending him along at great speed soon established a winning lead. Rounding the home bend, Hastings sent Fluke out, and the latter responded so well to the call, that at the commencement of the straight he shot alongside the withers of Tango. Beyond that however he had nothing left, and though he fought out a rare finish he failed to get within a length of Tango in the final sprint, and the latter won by a length. Brympton was a moderate third.

Time 44 4/5 secs.
The Cash Sweep paid: No. 189, \$604.65; No. 147, \$189.00; No. 181, \$94.95.

The Pari paid: Winner \$16.30. Placed ponies: \$7.10, \$15.40, \$9.80.

4a.—"B" Class of Ladies' Nomination. Three Furlongs Scurry.—For China ponies, subscription griffins of any season and bona fide polo ponies certified as such by the Secretary Hongkong Polo Club and which have been regularly played prior to the 5th May, 1914. Catch weights 155 lbs. Winners of races, including races on Off Day and at Gymkhana, one race 7 lbs. extra, two or more races 10 lbs. extra. Ponies to be nominated by a lady. Entrance fee \$5. First and second prizes for ladies presented by the Gymkhana Club. Owner of winning pony to receive \$50 and second pony \$25.

Mr. H. J. Gedge's Buttercup 155 (Knoll) 1
Mr. B. D. E. Beith's Flying Kangaroo (Master) 2
Major H. O. Hall's Liebesang (Hastings) 3
Winner nominated by Mrs. Gedge, 2nd by Mrs. L. N. Lee, 3rd by Mrs. Currie.
Also ran: Mr. Aston's Flotilla (Aston), Mr. S. L. Webber's Ignorance (Webber), Capt. J. Coe's Armourer (Coe), Mr. Blank's Unity (Blason), Lieut. Pope's Wincombe (Pope), Mr. Elwes' Joy (Elwes), Capt. Hattersley-Smith's Maggie (Clarke).

As in the previous scurry on Tango, Knoll was the first to get away at the fall of the flag on Buttercup, and making the whole of the running, won easily from Flying Kangaroo, with Liebesang two lengths away, third. Time 44 4/5.

The Cash Sweep paid: No. 67, \$737.10; No. 90, \$210.00; No. 78, \$105.30.

The Pari paid: Winner \$7.80. Placed ponies: \$6.20, \$8.50, \$24.50.

5.—From the Two Mile Post Once Round and in. Handicap.—For Subscription Griffins any Season. Entrance Fee \$5. First Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$35.

Mr. W. R. Richardson's Rosario (Hickman) 1
Messrs Fitzwilliams' Cilgwyn (Sedgwick) 2
Also ran: Mr. E. Shellim's Tango (Knoll), Mr. H. P. White's Amun Ra (Master), Mr. J. O. G. Ferguson's Vadeem (Ferguson).

THE "TELEGRAPH'S" ACROSTIC.

[Whitman Holiday]
1. W a r a t a H
2. H a r o
3. I t h u r i e L
4. T a n c r e d i
5. S q u o d
6. U n a
7. N a m b y p a m b y.

Notes:—(1) The missing Steamship, supposed to have turned turtle. (2.) Clamour d'Herolately used in the Channel Islands. (3.) Rossini's Opera. (4.) Dickens' "Bleak House". (5.) Spenser's "Faerie Queen". (6.) Ambrose Phillips, so called by Henry Carey for his lines on the infant child of Lord Cartaret.

two lengths; Tango, a length away was third. Time: 2-24.2-5. The Cash Sweep paid: No. 35, \$740.80; No. 88, \$208.80; No. 198, \$104.40.

The Pari paid: Winner \$8.40. Placed ponies: \$6.40, \$8.00. One and a Quarter Mile Race. Handicap.—For all China Ponies. Entrance fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$35.

Mr. Gilpin's Sir Galahad (Knoll) 1
Mr. Norman's Brown Boy (Sedgwick) 2

Mr. David Landale's Finkle Bird (Beith) 3
Also ran: Mr. Brutton's Joss Mighty (Hastings), Mr. Aston's Mascotte (Aston), Mr. E. Kadoorie's Nigerian Chief (Hickman), Mr. Stabb's Mallard (Ferguson).

After numerous changes in the early stages of the race Sir Galahad forged to the front, the danger, Nigerian Chief, being beaten ere the straight was reached. Knoll again rode in masterly fashion, and keeping ahead of the field won easily. Time 2-45 1/5.

The Cash Sweep paid: No. 138, \$790.65; No. 116, \$225.00; No. 6, \$112.93.

The Pari paid: Winner \$11.30; Placed ponies: \$6.20, \$12.30, \$25.90.

Watchman Injured.
An Indian watchman engaged at the Taikoo Dockyard has been sent to the Government Civil Hospital by the Wanchai Police suffering from a compound fracture of the left leg. It appears that he was walking along the Shaukiwan Road on Saturday night when he was knocked down by a motor car number 47.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.
The M.M. s.s. VILLE DE LA CIOTAT is expected to arrive here on the 2nd June, at 7 a.m., and will leave for Shanghai and Japan most likely at 7 p.m. on the same day.
The H.A.L. s.s. BRASILLIA left Shanghai on the 31st May, a.m. and may be expected here on or about the 3rd June, a.m.
The P. & O. s.s. DELTA left Singapore for this Port on the 30th May, at 11 a.m., with the outward English Mail, and is due here on the 4th June about 6 a.m.
The A. O. Line s.s. ROYAL PRINCE from New York having left Sabang is due here on or about 6th June.

To-day's Advertisement

HONGKONG TRAMWAY CO., Ltd.

NOTICE.

The Special Summer Services of through first class cars have now commenced. Fare 10 cents. Between Whitty Street and the new Happy Valley Terminus every 10 minutes.

First Car 4.0 p.m. Last Car 9.30 p.m.
Between Post Office and Quarry Point every 15 minutes. First car 4.0 p.m. Last car 10.30 p.m.

BATHING.

At North Point on and after Saturday June 6th, bathing tents will be provided by the Tramway Company and a refreshment booth by Weismann & Co.

BAND NIGHTS.

A military band will perform at North Point on Saturday June 6th, from 9.0 p.m. to 11 p.m., and a newly cleared space will be illuminated.
The dates of (subsequent) band nights will be notified by advertisement on the cars.

By Order,
J. J. STODART KENNEDY,
General Manager.

DAIRY FARM NEWS.

BUTTER. BUTTER.

WE HAVE RECEIVED A

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VICHY CELESTINS

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DES VŒUX ROAD, SOLE AGENTS.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WEDNESDAY, the 3rd June.

By Order,
A. R. LOWE,
Secretary.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.

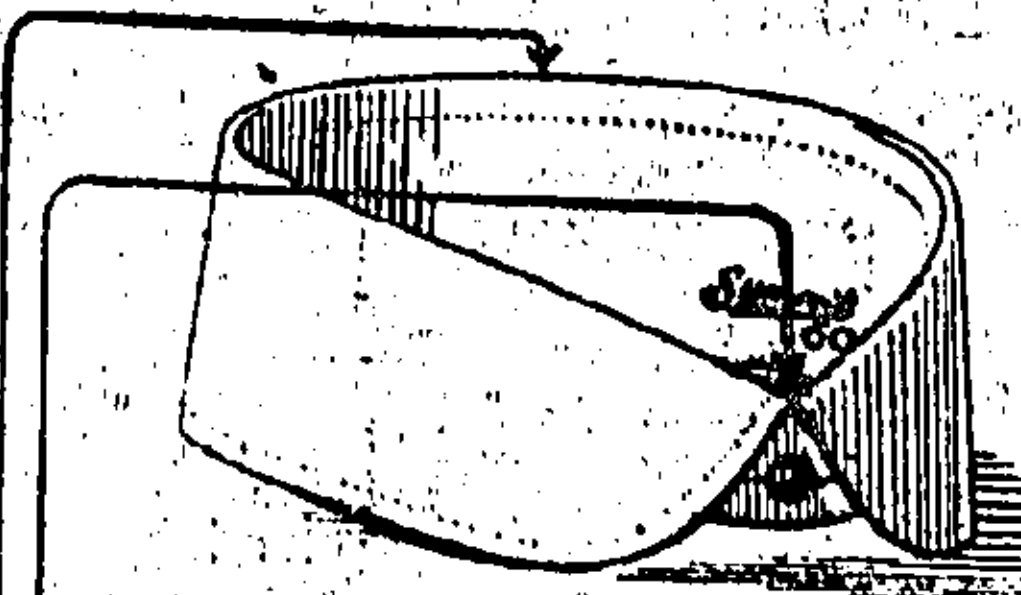
NOTICE is hereby given that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WEDNESDAY, the 3rd June.

By Order,
A. R. LOWE,
Secretary.

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SHAPE No. 60 1 3/4 inch back 1 inch front \$4.50 per dozen 16 DES VŒUX ROAD.



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Low enough in front for COMFORT. High enough at back to appear above coat collar.

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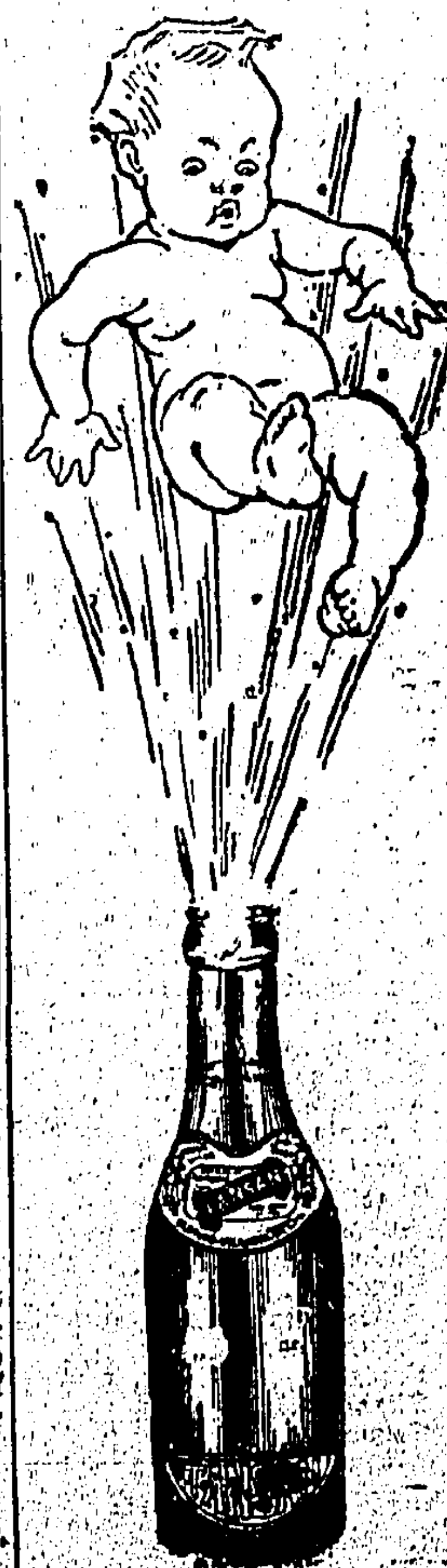
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Monteagle 1st July	Victoria 4th Aug.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,025 displacement, the finest, fastest and most luxurious on the Pacific.

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All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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"EMPERESS OF RUSSIA" "EMPERESS OF ASIA" via Optional Atlantic Port, £71.10.

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"MONTAGLE" Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 46 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

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Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

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EASTWARD.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, KOBE & MOJI, on 7th June.

S.S. "Takada," 6,800 tons, Capt. J. R. O'Sullivan, will be despatched for KOBE & MOJI on 18th June.

WESTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd June.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched as above on 18th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, May, 26, 1914.

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For Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lyons, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

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"	Silesia	18th June
"	C. Ferd. Laeisz	3rd July
"	Senegambia	17th July
"	Scandia	27th July
"	Alesia	14th Aug.
Victoria, V'vor, S'ile & P'land (Or.)	Saxonia	10th June
"	Andalusia	4th Aug.
"	Silthonia	9th Sept.
Havre & Hamburg	Furst Bulow	2nd June
M'les R'dam, Hamburg & A'werp	Brasilia	4th June
Havre, R'dam, Hamburg & A'werp	Wuerttemberg	19th June
M'les R'dam, Hamburg & A'werp	Seckburg	24th June
M'les, Havre, Emden & H'burg	Segovia	4th July
R'dam, Hamburg & A'werp	Goldenele	13th July
Havre, Bremen & Hamburg	Preussen	19th July
R'dam & Hamburg	Emden	20th July
Havre, Emden & Hamburg	Silesia	29th July
Dunkirk & H'burg	Frissa	10th Aug.

For Further Particulars, apply to

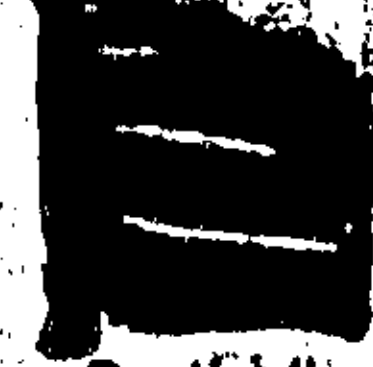
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Atsuta Maru Capt. Trizawa T. 16,000 (WEDNES, 3rd June, at 10 a.m.)

Hitschi Maru Capt. T. Sato T. 12,500 (WEDNES, 17th June, at 10 a.m.)

Sado Maru Capt. Asakawa T. 12,500 (TUESDAY, 2nd June, at 4 p.m.)

Yokohama Maru Capt. Machida T. 12,500 (TUESDAY, 16th June, at 4 p.m.)

SYDNEY & MELBOURNE, via Manila, Thursday, Townsville and Brisbane.

Kumano Maru Capt. K. Sonoda T. 9,300 (WED, 3rd June, at noon)

Tango Maru Capt. Sekine T. 13,500 (WEDNES, 1st July, at noon)

HALCUTTA, via S'pore, Penang & Rangoon.

Hakata Maru Capt. Nomura T. 12,500 (SATURDAY, 13th June)

BOMBAY via S'pore and Colombo.

Bombay Maru Capt. T. 5,000 (SATURDAY, 16th June)

Kobe & Yokohama

Kitano Maru Capt. T. 16,000 (THURS, 4th June, at 8 light)

YAGASAKI, Kobe & Yokohama

Tango Maru Capt. T. Sakine T. 13,500 (TUESDAY, 2nd June, at 5 p.m.)

SHANGHAI, MOJI & Kobe

Penang Maru Capt. Murazumi T. 12,000 (SATURDAY, 16th June)

Tosa Maru Capt. Yoshikawa T. 12,500 (FRIDAY, 15th June)

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MANILA, CEBU & ILOILO, Taming 2nd June at 4 p.m.

SHANGHAI, Liangchow 2nd June at 4 p.m.

PAKHOI & H'PHONG, Sungkang 3rd June at 10 a.m.

S'OW, A'MOY, N'PO & S'AIWU, 4th June at 10 a.m.

SHANGHAI, Luchow 4th June at 4 p.m.

S'OW, W'ELC'FOOT, TSINKUEICHOW, 5th June at 10 a.m.

SHANGHAI & TSINGTAU, Yingchow 6th June at m'night

MANILA, CEBU & ILOILO, Tean 9th June at 4 p.m.

SHANGHAI, Shaohsing 9th June at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

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MANILA LINE.—Twin Screw Steamers "Chinhu," "Taming," and "Teau."

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"Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout, and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

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Hongkong 1st June, 1914.

BUTTERFIELD & SWIRE.

Agents

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Via Vladivostok via Nagasaki.)

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T. Commander Kahant, is expected to arrive here on or about the 6th day of June.

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars, apply to

Capl. LUKHMANOFF, Agent,

Hotel Minskaya, 8th Floor,

Hongkong, May 14, 1914.

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HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship T. Captains For Sailing date.

Rubi 4000 J. Miller Manila, Mangarin, Cebu and Iloilo. TUES, 2nd June, 4 p.m.

Zafiro 4000 F. S. McMurray Manila, Mangarin, Cebu and Iloilo. THUR, 11th June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

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GENERAL MANAGERS.

Hongkong, 25th May, 1914.

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Haiching W. C. Passmore FRIDAY, 5th June at 11 a.m.

Haifan A. H. Stewart TUESDAY, 9th June at 11 a.m.

FOR SWATOW

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LOG BOOK.

Delay in Launching.

The O. S. K. new steamer Harbin Maru, to be placed on the Osaka-Dairen regular line, now under construction at the Kawasaki Dockyard, Kobe, was to be launched in August this year, but, owing to unavoidable circumstances, the completion of her construction has been deferred to next February.

Austrian Shipbuilding.

The accounts of the Austro-Navale Triestino for 1

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, MONDAY JUNE 1 1914

TELEGRAMS.

[The following telegram arrived too late for insertion on Page 1.]

THE EMPRESS DISASTER.

STORSTADT AT QUEBEC.

[Reuter's Service To "The Telegraph."]

London, Received June 1.

Reuter's correspondent at Quebec states that 188 dead bodies from the Empress of Ireland have been brought there and will be laid out for identification.

The Storstad, which rammed the Empress boat, has arrived at Montreal. The captain, who has been served with a writ for two million dollars on behalf of the Canadian Pacific Railway Company, has refused to make any statement, but a sailor said that the captain was off duty at the time of the accident. It appears that the Storstad saved 350 lives.

THE INTERPORT SHOOT.

Details of Singapore Score.

Singapore fired in the above on Saturday May 23, says the Singapore Free Press, and the score can be regarded with a certain amount of satisfaction. Early in the day it looked as if conditions were to be very unfavourable. Heavy thunder clouds threatened possible rain and had light, but eventually these cleared away and light clouds only veiling the sun gave a well diffused light over the range whilst there was practically no wind. Twelve shots, the best ten counting, Sgt. Maj. Moss 89 and the Bishop of Singapore 87 being the scores counted out. The most meritorious performance was undoubtedly Miss Kerr's 34 at 600 and had it not been for a bad shoot at 200 she would have been very high in the list. There was no phenomenal score and some of the men shot rather below their best, but the general average was good. Major McVittie captained the team and Major Makepeace, Lt. Heath 5th Light Infantry and Sgt. Webb, were in the butts, whilst Capt. Mullins and Major Elliot acted as Range Officers. The following were the scores:

R. E. de Silva	31	34	33	98
Lt. W. L. Kemp	33	32	32	97
Sapper Flanagan	32	34	30	96
Comp. Sgt. Maj. Chuter	31	32	32	95
Gunner Neubronner	31	35	29	95
Miss Kerr	37	32	34	103
Sapper Potter	23	34	31	88
Sergt. Tan Chow Kim	32	31	30	93
Lt. Song Ong Siang	28	32	31	91
Sapper Pash	29	29	32	90
Total	942			

Madness Among Pike.

"Fish with hydrophobia" is the delightful caption on a report in the German Anglers' News of an extraordinary mania affecting huge pike in the River Sieg and other congenates of the Rhine. The pike rise to the surface and swim around in the greatest excitement, which bears all signs of absolute terror. Anglers state that pike thus affected, when caught, snap more fiercely than the others. The disease is believed to have some connection with the recent floods. Local societies and the riverine authorities invite anglers to come and help rid the streams of these diseased fish.

INTERPORT CRICKET.

The First Day's Play Described.

The following description of the first day's play in the Interport cricket match between Shanghai and Hongkong is from the China Press:

Winning the toss, Captain Barrett took first innings, sending Ollerdesen and A. E. Lanning in to open the match. Bird took the ball at the pavilion end, with Macaskill at the other wicket. Ollerdesen, with the apparent intention of wearing down the bowling, laid about him with a bat whilst his partner showed more care.

Within ten minutes, twenty had been registered, but, with one more added, Ollerdesen retired to the pavilion, a delivery from Macaskill having spread his stumps. His share of the score was nineteen. Captain Barrett came along and the bowlers looked serious, whilst the fans confided to themselves that now the real snow would commence.

He proceeded to hammer Macaskill about, though treating Bird with some caution and, with valuable assistance from Lanning, soon doubled the score. Forty minutes play had gone when Lanning, with a rather risky run, put up the half century, but luck was with him, for the field muddled the ball and it went to the boundary after all.

Sayer was put on in place of Bird and the old Hampshire player promptly cut him for three. Stokes came on at the other end with better results, for his second ball completely beat Lanning and broke his wicket. Lanning had played well for 18 and the score then stood at 55, made in just over fifty minutes.

Stagg came in and made the Shanghai supporters gasp with some early risks. He escaped, however, and made runs. Captain Barrett registered the severity with a superb four and, finding Sayer's deliveries rather to his liking, put on eighty when there had been exactly an hour's play.

Hopes ran high, for everyone had been saying that the match depended upon Barrett's example. He continued to give evidence that he was out for a big score, keeping the fielders cowering to the boundaries and the score rapidly approached the century. Four short of it, however, Stagg out to Anderson at second slip, after having recorded 15.

Barrett Passes Half Century.

V. H. Lanning opened with a boundary, but had only added one more when a successful appeal was made for l.b.w. With Quayle as his partner, Barrett got to the half century and then runs came quite rapidly, both men hitting out. Bagoall, taking the ball from Stokes, crowded his slips, with the consequence that Barrett accumulated quite a nice little score to leg.

Quayle, who was far from being at home with the bowling, had helped the score to 141 when he was given out l.b.w. to Bagoall. Potter, who replaced him, was not a success, the first ball that came to him from Bird clean bowling him for a duck.

Dr. Morris was all but caught on the first he received, but managed to hold his place until the tiffin interval, which came with the score at 142, to which Captain Barrett's contribution was 60.

The newcomer survived only two balls after the resumption and, with Brand replacing him, the play again became a little more lively, both men hitting out and quickly raising the total to 180. Both Brand and Bird were bowling very accurately and the batsmen were treating them with a deal of respect, but Captain Barrett must have had a presentiment that he was near his hundred, for he suddenly essayed his first risky piece of play and sneaked a single, which made him one hundred and the fall

score 184. He had then been batting for two hours and ten minutes.

Bagoall Stops Barrett.
The tragedy came a few minutes later. Bird sent down an easier one than usual and the Captain took a step forward and opened his shoulders. He got the ball square enough but hit it a trifle too high and Bagoall, taking it coolly at mid-off, held it. To a round of applause from comrades and opponents alike, Captain Barrett walked back to the pavilion with just the century to his name and 189 for the team. He had recorded nine fours, four threes and eight twos and had not given a real chance right through his venture.

The fall did not wag for long after this and the innings was all over for 199.

For the Visitors.
Very little time was allowed to go to waste. Pearce and Sayer were soon out, with Quayle opening the bowling from the far end. His first over was a maiden and the splendid length he got right away bucked the Shanghai fans up. R. A. Brand followed at the pavilion end, but with less success, for five runs were pulled off him.

Quayle got another maiden and then Brand was hit about still worse. When the old Woolwich footballer got the ball again, Sayer gave Potter a chance in the slips, with the score at 18 but it was missed. V. H. Lanning relieved Brand.

Play was going rather slow from the point of view of the spectators, for though there was a lot of superb let cutting, the field was so smart that runs were few and far between. With 29 up, Murphy was put on to see what he could do with his express and was promptly hit to the boundary within the same number of minutes.

The bowling all round was better than Hongkong's, but it was not dangerous and the batsmen were far more respectful to it than they really need have been. The stand was broken shortly afterwards, Sayer flicking a delivery of Murphy's, which was well off the wicket, up into Stagg's hands. He had made 10.

Dr. Morris Loses Chance.
Claxton came in and the score was two short of fifty when the new arrival gave Dr. Morris a chance in the long field, but he did not manage it. Sixty was signalled and then Potter was substituted for Murphy, but runs continued to come at the rate of about one a minute, Claxton helping himself to two boundaries off the first two balls.

Quayle crossed over to the pavilion end, but against the wind he was not very certain. This, however, proved Claxton's undoing. He got used to loose balls and when a good one did come along he lashed out, with the result that he placed it right into V. H. Lanning's hands. He had scored 21 and helped the aggregate to 67.

Pearce was playing in a delightful style and was applauded generously, but he refused to take any risks. With Captain Matthews in, Murphy was given another chance, vice Quayle, the latter resuming at the far end. The experiment of two fast bowlers, however, did not bring results and 80 was recorded when the brief tea interval came.

Some Pretty Work.

Still another change in bowling—Potter for Murphy—and then hope beat high, for he not rid of Matthews with the first ball, sending him back for eight and a gross total of 85. Skipper Hancock joined. Pearce and then the game was really worth watching, for they are a particularly pretty couple. Hancock was not satisfied with the pace at which runs were coming and attempted to get them quicker, but he could not beat the field. His cutting was superb, but never a ball got away. Lanning was given a chance

INTERPORT GOLF.

Victory of Hongkong at Shanghai.

The competition for the Shanghai Challenge Cup, between teams representing Hongkong, Tientsin, Shanghai and the Shanghai Junior Golf Club, was held at Kiangwan yesterday in beautiful weather, says the N. C. Daily News of Monday last. As was expected, Hongkong headed the list, but none of the teams approached anything like interport form. The golf generally was of a poor character, the best card returned being that of Lieut. Gardner, of Hongkong, who did the 36 holes in 168—fourteen strokes worse than bogey—the first eighteen in 86 and the second in 82. Apart from this score, there was nothing that called for much comment.

The conditions were: thirty-six holes, medal play; teams not to consist of more than five players, and three best scores to count. The team returning the lowest in the aggregate to count as winners. The course was in fine trim, considering the amount of rain that fell on Saturday, but the conditions, from a golfer's point of view, were not exactly ideal. A fairly stiff cross-wind was blowing which rather spoiled play at many of the holes, but this cannot be said to account for the poor scores made. While the driving of the majority of the players was long, such length was often obtained at the expense of direction and the putting was by no means what one would have expected.

Hongkong and Tientsin's Play.
Lieut. E. G. Gardner, Hongkong, played with Mr. F. W. Tower, of the Junior Golf Club, and it was in the afternoon round that he returned the best score of the day. Throughout the day he drove well, and in the afternoon started off in form that should have taken him round in less than 80. He had had luck on the greens, however, particularly at the seventeenth hole. His first shot was short, and with the second he played over the green and then unluckily topped the ball and went into the creek. He holed out in six, bogey being three. His card was—

First Eighteen.	
57 4 4 3 6 2 4 6 — 42	
4 3 4 7 5 5 6 4 0 — 44	
	86
Second Eighteen.	
5 5 4 4 5 3 3 5 — 39	
8 4 5 6 4 3 4 6 5 — 43	
	82

The next best score for Hongkong was made by Mr. K. M. Cumming, 173, who played with Mr. E. W. Godfrey, Shanghai Golf Club.

Tientsin came second in the competition, thirteen points behind Hongkong, and the outstanding feature of their play was the score of 41 by Mr. P. O. Bolland, coming home in the afternoon.

at the far end and at ninety there was a general appeal against Pearce for a catch at the wicket, but he survived it. His life was brief, however, for at 99 he snicked up a high one off Lanning and Stagg, sprinting almost to point, brought off a brilliant high catch. Pearce well deserved the applause he got for his 40.

Scoring grew dead slow after this, the cricket being of a very careful order and there were frequent changes of bowlers. Hancock was out at 119 to a catch at the wicket and Bagoall went back the first ball from Brand. Anderson was dismissed by Quayle and Macaskill by Murphy. Read and Bird playing out time to 152 for nine wickets.

FIRST TYPHOON.

The first typhoon of the season of 1914 was reported yesterday morning east of Samar and moving apparently west or west by north, says the Manila Bulletin of May 28. Last year a disastrous typhoon swept the islands nearly three weeks earlier than this. It was first reported east of Samar on May 5, which was the earliest date on record. The big blow of last year played havoc with a number of large steamers off the Luzon coast, landing the Swedish steamer Nippon upon Scarborough Reef May 8, and wrecking several interisland vessels.

The early visitor last year swept across Samar, travelling northward across Mindoro and up the Chinese sea, until off the northern coast of Luzon, when it veered to the eastward, catching steamers between Manila and Hongkong which deviated from their course to escape the typhoon, but ran into it.

Shanghai's Poor Form.

The play of Shanghai was far below interport form. Captain Barrett returned the best card, going round the eighteen holes in the morning in 87 and in the afternoon in 86. He played with Mr. Jasper Clark, the champion of Hongkong, whose scores were 86 and 91. Captain Barrett played very steadily, but his luck was out at the eleventh and fourteenth holes in the afternoon. At the former hole, he put his ball into the pond from the tee. He thus lost a stroke and playing from the left-hand side of the green in the rough, his fourth was short, and, after missing his putt, he holed with the sixth. Mr. Clark always seemed to be in too great a hurry, and at the sixteenth hole got into the rough with his drive. His second got into the water at the left, and after losing a stroke, he got on the green with his fourth, and then missed his putt.

It was a disastrous day for the Shanghai Junior Golf Club. The best score was made by Mr. F. W. Tower, 137, and three of the five competitors averaged more than 100 for eighteen holes.

The full scores were:
Royal Hongkong Golf Club.
Lieut. Gardner... 86 82 168
K. M. Cumming 88 85 173
J. Clark... 86 91 177

Total...	518
T. W. Hill...	95 84 179
T. S. Forrest...	93 97 190
Tientsin Golf Club.	
Capt. Hill...	88 88 176
Major Bliss...	89 87 179
P. O. Bolland...	80 80 179
Total...	531

Lieut. Morgan	88	93	181
Dr. Irwin...	98	97	195
Shanghai Golf Club.			
Capt. Barrett	87	86	173
W. J. Hawkins	80	86	175
J. Dawar...	91	95	186
Total...	534		

P. Peebles	84	93	187
E. W. Godfrey	95	90	190
Shanghai Junior Golf Club.			
F. W. Tower	90	87	187
F. Ferrier	98	94	190
H. E. S. Pickering	104	104	208
Total...	585		

D. McAllister	102	111	213
T. Murray	107	113	220
The result therefore was:			
Hongkong	518	Tientsin	531
Shanghai J.G.C.	534		

The Cup was presented to Mr. T. S. Forrest, of the Hongkong team, last night at a dinner at the Shanghai Club. Sir Havilland de Saumarez, the President of the Shanghai Golf Club, presided, and in handing over the cup congratulated the Hongkong representatives on their win.

WIRELESS IN THE PHILIPPINES.

A Chain of Stations to be Provided.

"A wireless board was appointed quite a while ago and submitted its recommendations for the establishment of a radio system in this archipelago," said Director Nolting, of the bureau of posts, when interviewed on this subject by a Cablenews-American representative, "and it is my intention to establish eventually a regular chain of wireless stations at selected points throughout the Philippines."

Secretary Riggs is much interested in this matter, and it is my purpose to take up this project with him at his convenience and discuss the plan in all its phases with a view toward securing the necessary legislation on the subject at the next meeting of the Legislature. It is planned to establish radio stations on all the principal islands, and it is believed that a wireless station on either Samar or Leyte would be of especial value to vessels passing through the San Bernardino Straits.

It will, of course, take time to work out the scheme and establish the system, but there is no doubt wireless service is especially adapted for rapid communication in the islands, and will eventually substitute the cable, as the radio instruments are now giving good service, and are being perfected from day to day. Iloilo and Cebu would, of course, come in for early attention, and Aparri would also be a desirable point for a station, as would also the Batanes. Culoan will also be given consideration, and with a radio plant at Cuyo and Iloilo the cable between those points could be done away with. It is the coming means of communication, no doubt about that, as the cable is expensive and easily destroyed by coral reefs.

"The insular government now has stations at Davao, Malabang, Zamboanga, Jolo, Puerto Princesa, Cuyo, and San Jose, Mindoro. The military government has a wireless station at Corrogorod, and a small one in Manila. The Marconi Company has a franchise to establish a radio station in Manila for their round-the-world service. The steamer Roger Poizat and the cutter Gilbert are now equipped with wireless apparatus, and Messrs. Yochauvi and Company have signified their intention to equip the Governor Forbes and other vessels of their fleet as soon as the government takes further forward action. I am sure the other inter-island steamship companies would co-operate in this respect as soon as steps are taken to make it possible for them to communicate with land stations."

Dr. Morrison.

A financial contemporary understands that Dr. Morrison, Political Adviser to the Chinese Government, has vacated his appointment for the time being on the ground of ill-health. It is believed that Dr. Morrison has sold his house at Peking, and will make an extended visit to Europe.

Atlantic Hero at Manila.

Mr. Charles J. Baylies, one of the heroes of the Titanic disaster, which horrified the world in April, 1912, is a visitor in Manila. He is now cook on the British tramp steamer Hyndford, which has arrived there with a cargo of oil from Port Arthur, Texas. He possesses a handsome gold medal with a likeness of the Titanic engraved on one side and the other side embossed with the following inscription: "Presented to the Captain, Officers and Crew, Charles Baylies; R. M. S. Carpathia, in recognition of gallant and heroic services rendered from the survivors of the S. S. Titanic, April 15, 1912."

NAVAL AND MILITARY.

Major R. U. Tyffe, who has just retired from the Gloucestershire Regiment, was second in command of the 2nd Battalion at Tientsin, North China. He joined "The Slashers" in November, 1884, and served with them in the actions of Rietfontein and Lombard's Kop—where he was badly wounded—and afterwards at the relief of Ladysmith and the campaign generally in South Africa (Queen's and King's medals with five clasps).

The vacant majority has been filled by the promotion of Captain J. O. D. Ingram, 1st Battalion, Bordon. Major Ingram gets his "crown" after a service of just 24 years. He was appointed to the Gloucesters in May, 1890, was promoted captain in 1900, and has had experience of active service. He served with the 1st Battalion of the Gloucesters in South Africa, and was present at the actions of Rietfontein and Lombard's Kop, and the operations in Natal, the Transvaal and Orange River Colony (Queen's medal with three clasps).

Captain H. N. Vinen and Captain F. C. Finch, promoted to that rank in the Gloucesters, are serving with the 1st Battalion Nigeria Regiment, West African Frontier Force, and the 2nd Battalion, Tientsin, respectively. Both received their first appointments to the Gloucesters in July, 1903. Captain Vinen was attached to the regulars in South Africa, 1902, and saw service in the operations in Cape Colony and Orange River Colony (Queen's medal with three clasps).

Second-Lieutenant L. H. Cox, 2nd Battalion Gloucester Regiment, now stationed at Tientsin, North China, has been promoted to lieutenant, and will remain with the battalion on promotion. Lieutenant Cox has served with "The Slashers" since February, 1912.

Naval Instructor A. H. Pratt, B. A., has been appointed to the minotaur, flagship of the China Squadron.

Opium Prohibition.

It is notified that information has been received from H.B.M.'s Minister at Peking to the effect that the importation of Indian Opium into the Provinces of Chuen and Honan will be prohibited with effect from June 26, 1914.

Hongkong: Dissatisfaction.

It is reported, says Reuter's Canton correspondent that Hongkong shareholders of the Canton-Hankow Railway are dissatisfied because the nominee who received the highest number of votes failed to be appointed to the presidency of the Company. It is alleged that "favouritism" was shown by the Ministry of Communications towards relatives of officials.

International Postage.

The Standard states that the majority of the nations had decided on a minimum international letter postage of 1½ instead of 2½ from January 1915. Though Australia and other nations vigorously advocate a penny rate, the paper mentioned considered it certain the International Conference in September will confirm 1½. Great Britain is one of the opponents of the reduction to a penny.

Preserving St. Paul's.

The Bishop of London in his Presidential address to the London Diocesan Conference asked for the help of the whole diocese in the preservation of St. Paul's Cathedral, "London," he said, "does not seem to have realised yet the great anxiety which we have had regarding the preservation of the fabric. Some expert advisers are of opinion that £400,000 should be spent on it to make it really safe, and it was only after the most prolonged and careful examination that we decided to ask for £70,000 as a minimum."

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alcoriv	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Cruising
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Brant	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Des. oyr	560	—	7,550	Lt.-Com. H. T. England	Hongkong
Ohio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Penang
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mullock	Hongkong
Kinsale	River gunboat	618	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Kennett	Torpedo boat destroyer	—	—	—	Lt.-Com. B. D. Boddam Whetham	Hongkong
Merlin	Surveying ship	1,040	—	—	Lt.-Com. O. J. B. Gibson	Labuan
Minotaur	1st class cruiser	14,600	—	27,000	Capt. F. B. Kiddle	Weihaiwei
Moorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Ribble	Torpedo boat destroyer	590	—	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. Cromie	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Saipa	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Hon. Guy Stopford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell	Dormer Swatow
Triumph	Receiving Ship	11,915	—	12,500	Capt. P. Stratfield	Hongkong
Tamar	Torpedo boat destroyer	590	—	7,500	Comdr. Anstruther	Hongkong
Uak	Torpedo boat destroyer	355	6	6,300	Lt.-Comdr. Maxwell	Weihaiwei
Virago	Torpedo boat destroyer	590	—	7,500	Lt.-Com. H. D. Adair	Weihaiwei
Welland	Torpedo boat destroyer	360	6	5,900	Com. Seymour	Weihaiwei
Whiting	Gunboat	195	2	800	Lt.-Com. R. J. C. Borrett	Yangtze
Widgeon	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. Lloyd	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Com. Pope	Hongkong
O. 36	—	—	—	—	Lt.-Com. McGillivray	Hongkong
O. 37	—	—	—	—	Lt.-Com. J. G. Gimes	Hongkong
O. 38	—	—	—	—	Lt.-Com. Handley	West River
T.B. 035	—	—	—	—	Lt.-Com. T. Barton	Hongkong
T.B. 036	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 037	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong
T.B. 038	—	—	—	—	—	—

* Flagship of Admiral Jerram, K.C.D., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kléber	Armoured cruiser	9,700	12	19,600	Capt. Gours	Hongkong
Modoc	Gunboat	845	10	1,000	Lieut. Vindier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongka
Dondard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Duteemps	Tongka
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lyak	Submarine	—	—	—	Lieut. B. Maix	Saigon
Prote	Submarine	—	—	—	—	Saigon
Styx	Armoured gunboat	1,708	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Mauche	Surveying ship	1,625	10	9,000	Com. Voisin	Saigon
* Flagship of Commr. Boucicaut, Commanding the local defence in China.						
German.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Preussen	Armoured cruiser	11,800	36	23,000	Captain Brunninghaus	Tsingtau
Helm	Gunboat	900	12	1,300	Comdr. Schaefer	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Hahn	Tsingtau
Lucas	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Naraburg	Cruiser	3,400	22	13,200	Capt. v. Schorberg	Tsingtau
Oster	River gunboat	—	—	—	Capt. Lieut. Friele	Yangtze
Schleswig	Flagship	11,600	36	28,000	Capt. F. Scholtz	Tsingtau
S. 90	Torpedo boat	400	8	6,500	Capt. Lt. Branner	Tsingtau
Taku	Torpedo boat	280	4	6,000	Obt. Lt. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Taungtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Waterland	River gunboat	223	4	500	Obt. Lt. S. Dressler	Yangtze
Portuguese.						
Adamastor	Cruiser	1,767	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Faia	Gunboat	700	—	—	Capt. Luis A. de Magalhães Correa M	—

UNITED STATES VESSELS.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
A-2	Submarine	—	—	—	Ensign G. Bradford	Oswite
A-3	Submarine	—	—	—	Ensign J. R. Mann	—
A-4	Submarine	—	—	—	Ensign H. L. Ebbel Daffert	—
A-5	Submarine	—	—	—	Ensign R. I. Wood	—
Albatross	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Albatross	Torpedo boat des.	420	7	8,000	Lieut. R. A. Spruance	Oswite
Albatross	Torpedo boat des.	420	7	8,000	Lieut. O. S. Keller	Oswite
Albatross	Gunboat	243	8	250	Ensign W. L. Beck	Canton
Albatross	Torpedo boat destroyer	420	7	8,000	Lt. J. O. Jennings	Cavite
Albatross	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Albatross	Torpedo boat destroyer	420	7	8,000	Lt. V. K. Olinah	Cavite
Albatross	Torpedo boat destroyer	420	7	8,000	Lt. E. Durr	Cavite
Albatross	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Albatross	Gunboat	1,302	8	1,933	Com. G. R. Merrill	Shanghai
Albatross	Station ship	1,900	0	1,100	Lieut. V. R. Lewis	Cavite
Albatross	Monitor	3,990	0	3,000	Lt. Y. R. Schach	Olongap
Albatross	Monitor	4,084	4	6,277	—	—
Albatross	Gunboat	243	8	—	Ensign P. J. Payton	Canton
Albatross	Sea going tug	854	2	1,800	—	—
Albatross	Repair ship	3,085	—	—	—	—
Albatross	River boat	—	—	—	—	—
Albatross	Cruiser	—	—	—	—	—
Albatross	Flagship	—	—	—	—	—
Albatross	Flagship	—	—	—	—	—

MARKET PRICES.

Hongkong, May 25, 1914.

BUTCHER MEAT

Meat	Price
Beef Sirloin & Prime Cut—Mei Lung Pa	lb. 18
Roast—Ham, gau Yuk	lb. 18
Roast—Shin	lb. 19
Breast—Nagu Lam	lb. 15
Soup—Tong Yuk	lb. 14
Steak—Nagu Yuk Pa	lb. 19
do—Sirloin Ngau Lau	lb. 30
Sausages—Ngau Chaug	lb. 20
Bullock's Brains—Know	per set 10
Tongue fresh—Ngau Li	each 60
do—Ham Ngau Li	each 80
Head—Ngau Tan	lb. 80
Heart—Ngau Sun	lb. 14
Hump, Salt—Ngau Kin	lb. 10
Feet—Ngau Kaski	lb. 18
Kidneys—Ngau Y	lb. 10
Tail—Ngau Mei	lb. 10
Liver—Ngau Kon	lb. 18
Tripe (undressed)—Ngau To	lb. 14
Calves' Head & Feet—Ngau Chai—Kark	set 8
Mutton Chop—Yeung Pei Kwat	lb. 15
Leg—Yeung Pei	lb. 21
Shoulder—Yeung Shan	lb. 25
Pigs Chittings—Chu Chong	per set 27
Brains—Chu Know	lb. 27
Feet—Chu Kark	lb. 12
Fry—Chu Chak	lb. 12
Head—Chu Tau	lb. 3
Heart—Chu Sun	each 10
Kidneys—Chu Yiu	pair 10
Liver—Chu Con	lb. 8
Pork Chop—Chu Pai Kwat	lb. 24
Coined—Ham Chu Yuk	lb. 23
Leg—Chu Po	lb. 27
Fat or Lard—Chu Yau	lb. 24
Sheep Head and Feet—Chu Tau Kark	set 70
Heart—Yeung Sun	each 7
Kidneys—Yeung Yiu	lb. 10
Liver—Yeung Con	lb. 25
Sucking Pigs, To Order—Chu Cha	lb. 22
Suet, Beef—Sang Ngau Yau	lb. 18
Mutton—Sang Ngau Yau	lb. 24
Veal—Ngau Chai Yuk	lb. 19
Sausages—Ngau Chai Chaug	lb. 20

肉食

Shate—Waukau Y	9141 左
Salmor—PS	8
Sao Yark—Yu	8
Shrimps—Ha	24
Napper—Lap Yu	20
Soles—Tat Sa Yu	16
Tench—Wan Yu	10
Darbot—Cho How Yu	25
Turtles, small, fresh water—Kork Yu	—
White Bait—Ngau Yu Chai	—

FRUITS.

菓子

Fruit	Price
Almonds—Hung Yau	lb. 35
Apples (California)—Kam San Ping Kho	lb. 18
do—Tia Chun Ping Kho	lb. 18
Small—Hoi Tong	each 1
Custard—Fan Lai Chi	each 1
Bananas, fragrant, Canton—San Sling Heung Chiu	lb. 4
(brides), Macao—San Heung Chiu	lb. 4
Chestnuts, Chinese—Foong Lut	lb. 15
Carambola—Yeung Tue	lb. 12
Cocoanuts—Yeh Tse	each 12
Lemons, China—Ning Moong	lb. 30
America—Kum San Ning Moon	lb. 30
Lichees Dried—Lai Chi, small Stone	lb. 1
Fresh	—
Limes (Saigon)—Sai Kung Ning Moong	each 18
Mango, Manila—Lui Sung Moong	lb. 1
Mangosteens—San Chuk Tse	doz 8
Oranges (Canton)—San-shing Tim Ching	lb. 15
Sweet	—
Pears (American)—San Shoot Lay	lb. 14
(Canton), Cookin—Sa Lay	lb. 12
Peanuts—Fa Sang	—
Persimmons Large—Hung Chie	—
Pine-apples, 1st quality—Poon Ti Paw Law	each 1
2nd	—
Plantain—Tai Cheu	lb. 6
Plums—Swatow, Hung Lai	lb. 20
Pumelo, Siam—Chim Lo Yau	each 1
Shanghai—Lo Kwat	lb. 15
Walnuts—Hop Tuo	lb. 1
Green—Sang Hop Tuo	—
Water Melon—(Am.) Kum San Sai Kwa	each 1
(China) Sai Kwa	—
Grapes—Sang Po Tai Tse	lb. 15

POULTRY.

生口

Poultry	Price
Duck, — Kai Chai	lb. 30
Geese, Large, Small—Sin Kai	lb. 30
Oakes—Ap	lb. 24
Doves—Pan Kau	each 18
Eggs, Hen—Kai Tan	per doz 20
Fowls, Canton—Kai	lb. 34
Hainan—Hoi Nam Kai	lb. 30
Geese—Ngai	lb. 24
Geese, Wild—Shai—Shang Ho Yea Ngai	—
Musk Deer—Wong Keng	each 1
Hare, Shanghai—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	pair 30
Pigeons, Canton—Pak Kup	each 30
Hoihow—Hoi How Pak Kup	—
Quail—Um Chuan	lb. 24
Rice Birds—Wo Fa Cheul	dozen 20
Snipe—Se Choy	each 20
Turkeys, Cook—Phor Kai Kung	lb. 55
Hen—Na	lb. 44
Wild Ducks, Shai—Shang hoi Sai Ap	—
1—Sai Ap Chai	—
2 Ducks Canton—Sang Shing Sai Ap	—

FISH.

海產

Fish	Price
Barbel—Kai Yu	lb. 11
Bream—Bin Yu	lb. 18
Canton Fresh Water Fish—Hoi Sin Yu	lb. 22
Carp—Li Yu	lb. 14
Catfish—Chik Yu	lb. 15
Codfish—Mun Yu	lb. 18
Crabs—Hoi	lb. 20
Cuttle Fish—Muk Yu	lb. 12
Dab—So Mang Yu	lb. 14
Dace—Wong Mei Lun	lb. 8
Dog Fish—Tiu Tu Sa	lb. 7
Eels, Congor—Hoi Mann	lb. 18
do—Fresh water—Tam Sin Yu	lb. 18
Eels, Yellow—Wong Sin	lb. 30
Frogs—Tien Kai	lb. 30
Garous—Sok Pan	lb. 45
Gudgeon—Pak Kup Yu	lb. 15
Herrings—Tao Pak	lb. 24
Halibut—Choung Kwan Kup	lb. 24
Lahrus—Wong Fa Yu	lb. 17
Loach—Wu Yu	lb. 24
Lobsters—Lung Ha	lb. 28
Mackerel—Chi Yu	lb. 28
Monk Fish—Mong Yu	lb. 28
Mullet—Chai Yu	lb. 2
Oysters—Sang Hoo	lb. 25
Barrotfish—Kai Kung Yu	lb. 14
Perch—Tui Loo	lb. 15
Pike—Pa Paw Poong	lb. 8
Plaice—Pan Yu	lb. 18
Pomfret, Black—Hak Chong	lb. 22
Pomfret, White—Pak Chong	lb. 30
Prawns—Ming Ha	lb. 30
Oy—Pai Pa Sa	lb. 7
Pook Fish—Sek Ka Kung	lb. 42
Panoh—Chau Yu	lb. 15

VEGETABLES, &c.

菜蔬

Vegetables	Price
Artichokes, Shanghai—Shang-hoi Ah Chi	lb. 8
Beans (French), Macao—Oh Moou Pin Tan	lb. 10
(French) Shanghai—Shang Hoi Pin	—
Tau	—
Sprouts—Ah Cho	lb. 8
Long—Tan Ko	—
Beet Root—Hung Chai Tau	each 6
Brinjals, Green—Ching Yuan	lb. 6
Red—Hung Ker	lb. 10
Cabbage, Chinese, com—Kai Choy	lb. 10
Cabbage Red—Hung Yeh Choy	—
Cabbage, Shanghai—Yeh Choy	—
Cane Shoots, bunch—Kau Shan	lb. 12
Caruliflower, Large size—Tai Yeh Cho Fa	each 1
Medium size—Cheung Yeh Cho Fa	—
Small size—Sai Yen Chai Fa	—
Carrots—Kam Sham	lb. 6
Celery, Chinese—Tong Kan Chai	lb. 10
English—Yeung Kan Chai	lb. 6
Chillies Dried—Gon Lat Chiu	lb. 30
Red—Hung Far Chiu	lb. 18
Green—Ching Lat Chiu	lb. 13
Curry Stuff, English—Kar Lee Chai Liu	lb. 10
Cucumbers—Ching Kwa	lb. 8
Bitter Squash—Fu Kwa	lb. 10
Garlic—Que Tau	lb

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
SHANGHAI	Wingsang	Wed., 3rd June at d'light
S'PORE, Pang & C'utta	Fooksang	Wed., 3rd June at noon
SHANGHAI	Choysang	Fri., 5th June at d'light
SANDAKAN	Hinsang	Fri., 5th June at noon
MANILA	Loongsang	Sat., 6th June at 2 p.m.

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Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

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LONDON, ROTTERDAM & ANTWERP	Denbighshire	16th June.
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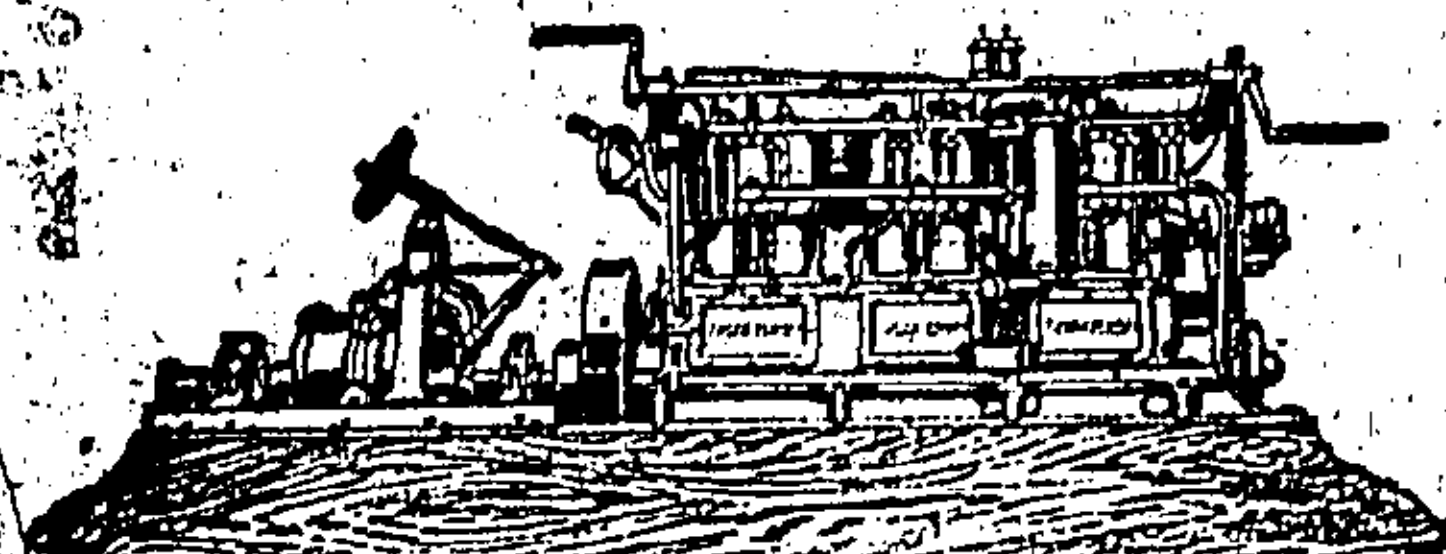
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EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'stilles via S'gon, S'pore, C'bo, Port Said	Magellan	M. M. Co.	2 June
M'stilles, L'don, A'werp via S'pore etc.	Atsuta M.	N. Y. K.	3 June
Rotterdam, Hamburg & A'werp	Brasilia	H. A. L.	4 June
Havre & Hamburg	Furst Bulow	H. A. L.	5 June
T'ie, Finno V'ce, via S'pore etc.	Nippon	S. W. Co.	5 June
London, via Usual Ports of Call	Devanha	P. & O.	6 June
N'les, C'oa, A'rs, G'lar S'ton, etc.	Novara	P. & O.	10 June
London and Antwerp	P. Ludwig	M. & Co.	10 June
Den'shire	Glenroy	S. T. Co.	12 June
Havre, R'dam, H'burg & Antwerp	Den'shire	J. M. Co.	16 June
Marseilles & Hamburg	uert'berg	H. A. L.	19 June
Marseilles, Rotterdam etc.	Sudmark	H. A. L.	23 June
Havre, Emden & Hamburg	Altair	M. Co.	23 June
R'dam, Hamburg & Antwerp	Segovia	H. A. L.	4 July
Havre, Bremen & Hamburg	Goldfels	H. A. L.	13 July
R'dam, & H'burg	Proussen	H. A. L.	16 July
	Emden	H. A. L.	19 July

NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, B.C. S'le via Shanghai & Sado M.	N. Y. K.	2 June
New York via Ports & Suez Canal, Indranti	S. T. Co.	3 June
San Francisco via S'hai & Japan & Manchuria	P. M. Co.	6 June
V'toria, V'ver, S'le & P'land (Or.) Saxonia	H. A. L.	10 June
Vancouver, via S'hai, Japan etc. E. of Asia	C. P. R.	10 June
V'toria, B.C., T'm' via Japan & Seattle M.	O. S. K.	11 June
San Francisco via S'hai & Japan & Tenyo M.	T. K. K.	16 June
Boston & New York	B. L. L.	16 June
San Francisco via Manila & Japan & C. Nile	P. M. Co.	16 June
San Francisco via S'hai & Japan & C. Nile	T. K. K.	16 June
V'toria, B.C., T'm' via S'hai & C. Nile	O. S. K.	10 June
V'toria, Vancouver, Seattle, Monmouthshire	J. M. Co.	29 June
Tacoma & Portland	H. A. L.	31 July
Victoria, V'ver, S'le & P. (Or.)	C. P. R.	1 July
Vancouver via S'hai, Japan etc., S. T. Co.	N. Y. K.	14 Aug.
V'toria, V'ver, S'le & P. (Or.)	H. A. L.	8 Sept.

AUSTRALIA.

Australian Ports via Manila	Kumano M.	N. Y. K.	3 June
Australian Ports via Manila	Changsha	B. & S.	3 June
Australian Ports via Manila	Coblenz	M. & Co.	13 June
Australia	St. Albans	G. L. Co.	19 June
Australia	Eastern	G. L. Co.	10 July

SINGAPORE, COAST PORTS AND JAPAN

Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	2 June
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	2 June
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	2 June
Shanghai	Liangchow	B. & S.	2 June
Manila, Cebu & Iloilo	Taming	B. & S.	2 June
Bombay via Singapore, Colombo	Bombay M.	N. Y. K.	2 June
S'pore, Pang, & C'utta	G. Apar	D. S. Co.	2 June
Kobe and Yokohama	Kitano M.	N. Y. K.	3 June
Pakhoi and Haiphong	Sungkiang	B. & S.	3 June
Shanghai	Delta	P. & O.	4 June
Bombay via Singapore etc.	Luchow	B. & S.	4 June
Shanghai	Luzon M.	O. S. K.	5 June
Swatow, W'wei, C'foo & Tientsin	Africa	S. W. Co.	5 June
Kobe and Yokohama	Kueichow	B. & S.	5 June
Bombay via S'pore, Port S'ham, Penang & Colombo	Toss M.	N. Y. K.	5 June
Swatow, Amoy & Foochow	Luzon M.	O. S. K.	5 June
Sandakan	Haiching	D. L. Co.	5 June
Bombay via S'pore etc.	Hinsang	J. M. Co.	5 June
Manila	Java M.	O. S. K.	6 June
Shanghai, Moji and Kobe	Loongang	J. M. Co.	6 June
Shanghai, Kobe & Moji	Penang M.	N. Y. K.	6 June
Shanghai, Kobe and Yokohama	A. Apar	D. S. Co.	7 June
Shanghai, Kobe and Yokohama	Preussen	H. A. L.	8 June
Manila, Cebu and Iloilo	Durendart	M. Co.	8 June
Shanghai	Teon	B. & S.	9 June
Manila, Mangarin, Cebu & Iloilo	Shaohsing	B. & S.	9 June
S'hai, Tsingtau, Kobe & Y'hama	Bani M.	D. & Co.	10 June
Kudat and Sandakan	Zafro	S. T. Co.	11 June
Nagasaki, Kobe & Y'hama	Derflinger	M. & Co.	11 June
Kobe and Moji	Bohio	M. Co.	12 June
Shanghai, Kobe and Yokohama	Chili	M. M. Co.	15 June
Shanghai, Kobe and Yokohama	Takada	D. S. Co.	16 June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18 June
Shanghai, Kobe and Yokohama	Iyo M.	N. Y. K.	18 June
Shanghai, Kobe and Yokohama	C. F. Laeis	H. A. L.	3 July
Shanghai, Kobe and Yokohama	Senegambia	H. A. L.	17 July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27 July
Shanghai, Kobe and Yokohama	Kawachi M.	N. Y. K.	29 June
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14 Aug.
Batavia, Cheribon, Samarang, & Japan	Tibobas	J.O.J. L.	Q. desp.
Shanghai	Tilintap	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, & Japan	Tikini	J.O.J. L.	Q. desp.
Batavia, Cheribon, Samarang, & Japan	Tijmah	J.O.J. L.	Q. desp.
Shanghai	Tijlwong	J.O.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVISED TO DEPART TO-MORROW.

For	Vessels
Hongay	Kwangse
Bangkok	Maehow
Pakhoi	O. Diederichsen
Foochow	Haiyang
India	Magellan
Philippine Is.	G. Apar
Seattle	Rubi
Philippine Is.	Sado Maru
Shanghai	Taming
Japan	Liangchow
Japan	Tokushima M.
Japan	Tango Maru
Shanghai	V. Clotat
	Wingsang

VESSELS ADVISED TO ARRIVE TO-MORROW.

From	Vessel
Canada	E. of Asia
Europe	V. Clotat

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA left Nagasaki on the 28th ult., at 6 p.m. and was due to arrive at Shanghai on the 30th ult., at 1 a.m.

The C. P. R. s.s. EMPRESS OF JAPAN left Vancouver on the 20th ult., between 8 & 10 a.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Yokohama on the 21st ult., between 2 & 4 a.m.

The C. P. R. s.s. MONTEAGLE left Vancouver on the 22nd ult.

AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN left Sydney for this port via Queensland Ports, Port Darwin and Manila on the 20th ult., and may be expected to arrive here on or about 15th June.

AMERICAN MAIL.

The P. M. s.s. PALMIA arrived at San Francisco on the 24th ult.

The P. M. s.s. NILE sailed from Yokohama on the 24th ult., for Hongkong via Japan ports and Manila. The United States mail has been transferred to the P. & O. Line and will arrive at Hongkong by the s.s. DEVANHA on the 5th June.

GERMAN MAIL.

The L. G. M. s.s. PRINCESS ALICE which left here on the 24th April, arrived at Genoa on the 24th May, at 8 p.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. TANGO MARU (Australian Line) left Thursday 1st, for this port via Japan ports and Manila, and is expected here on the 1st June.

The N. Y. K. s.s. KUMANO MARU (European Line) left Kobe for this port via Singapore on the 21st May, and is expected here on the 3rd June.

The N. Y. K. s.s. ATSUO MARU (European Line) left Shanghai for this port on the 24th May, and is expected here on the 1st June.

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Public Auction.

GEO. P. LAMMERT,
AUCTIONEER, SHARE & GENERAL BROKER.

A Valuable Collection of Antique China & Curios.
(Just arrived from the North, being the property of the well known collector Mr. Lah Ven Kee).
THE Undersigned has received instructions to sell by public Auction on
Thursday, Friday & Saturday, the 4th, 5th & 6th, June, 1914
commencing each day at 2.30 at his Sales Rooms, Duddell Street
A Valuable Collection of Antique China and Curios
from SUNG TO MING DYNASTIES & KANGHI TO TOWKWANG PERIODS.

Comprising:
3 COLOURED & BLUE & WHITE VASES, PLATES, BOWLS & FIGURES etc.
SANG-DE-BOEUF VASES. WHITE "GODDESS OF MEROY" (MING)
OLD GOLD INLAID BRONZES (MING)
FINE CRYSTAL VASES & SNUFF BOTTLES.
PORCELAIN & AGATE SNUFF BOTTLES.
GREEN & RED JADE ORNAMENTS.
OLD LACQUERED SCREENS WITH 5 COLOURED DECORATION & BLACKWOOD SCREENS WITH BLUE & WHITE & 5 COLOURED KANGHI & KIENLUNG PORCELAIN PLACQUES, PORCELAIN PICTURES INLAID IN WOOD etc.

A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued.
On view from Tuesday, the 2nd June.
Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on
TUESDAY, the 2nd June 1914 commencing at 11 a.m. at his Sales Rooms Duddell Street.
A Consignment of Ladies' Shoes, Gents' Pumps, Blouse Flannels etc.

also
40 Leather & Canvas Trunks and Bags.
On View from day of Sale.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

Consignee.

MOGUL LINE OF STEAMERS
NOTICE TO CONSIGNEES.
The Steamship
"DEN OF OCHIL"

From GLASGOW, LIVERPOOL and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Under, signed on or before the 19th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.
Agents.

To Sail

HONGKONG NEW YORK.



AMERICAN ASIATIC S.S. Co.

For Boston & New York via Ports & Suez Canal.

(with liberty to call at the Malabar Coast)
s.s. "INDRANI"

on or about 5th June, 1914.

For freight or information, apply to
SHEWAN TOMES & Co.
General Agents.

Hongkong 13th May, 1914. [569]

Don't forget after the Show Supper and Light Refreshments
ALEXANDER GATE
Open till midnight

Entertainments.

LAST WEEK. LAST WEEK.

HIPPODROME

CIRCUS AND MENAGERIE.

CAUSEWAY BAY

To-Night! To-Night!

AND EVERY EVENING AT 9.15
INCLUDING SUNDAYS.

Success at a Bound
MARVELLOUS MARLO—The HUMAN FROG.
LA BELLE DE MARLO—The BONELESS WONDER.
Last Matinees Wednesday & Saturday at 4 p.m.
Booking at ROBINSON PIANO CO.

VICTORIA THEATRE.

To-night 9.15 To-night

The Dramatic Picture

"THE DEAD SECRET"

IN 3 PARTS.

ALSO

THE LATEST GAUMONT-GRAPHIC

AND

SOME EXCEEDINGLY COMIC PICTURES.

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday 30th May.

The Great Sensational Drama.

"THIRTY YEARS OF A GAMBLER'S LIFE"

Length 5,000 Feet.

"PATHE'S BRITISH & GERMAN GAZETTE"

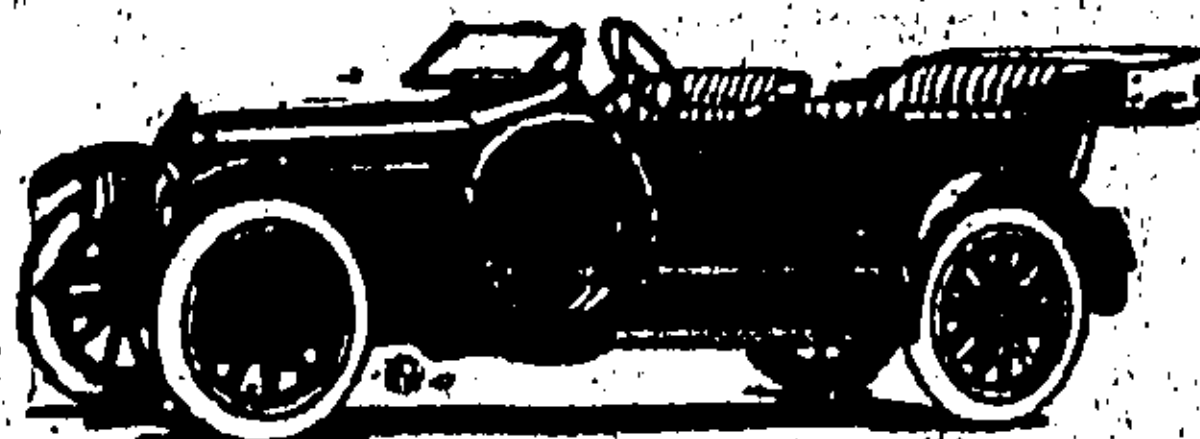
On Wednesday 3rd June

The Magnificent Picture will be Screened.

"KING OF ENGLAND IN FRANCE"

Notices

Cars on Hire at Reasonable Rates. Prompt Service.
JUST ARRIVED.



NEW MODELS
HUDSON'S
AND
OVERLAND

ALSO
MOTOR CYCLE.
BRITISH MADE FROM THE
OLYMPIA EXHIBITION

CALL AND INSPECT THESE NEW ARRIVALS.
Des Vaux Road. DRAGON CYCLE DEPOT. Tel. No. 462.

Consignee

INDO-CHINA STEAM NAVI-
GATION CO. LTD.

From CALCUTTA, PENANG
AND SINGAPORE

THE Company's Steamship

"YATSHING,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 26th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO. LTD.

General Managers
Hongkong 23rd May, 1914. [569]

To Sail

"GLEN LINE"
(McGREGOR GOW & Co.) Ltd.
For London & Antwerp

"GLENROY"
Captain H. W. L. Holman will be despatched for the above ports on or about 12th June 1914.

Saloon passage, Hongkong/London £40.

For Freight and passage, apply to

SHEWAN TOMES & Co.

Agents.

Regular Steamship Service

Proposed Sailing from Hongkong

For BOSTON & NEW YORK.

For Freight and further information apply to

DODWELL & CO., LTD.

Agents
Hongkong 15th May, 1914.

Consignee.

NORDDEUTSCHER LLOYD,
BREMEN.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

HE Steamship

"GOEBEN,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 3rd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 2nd of June, at 9.30 a.m.

All claims must reach us before the 10th of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,

MELOCHERS & CO.,

General Agents
Hongkong, 27th May, 1914. [584]

NORDDEUTSCHER LLOYD,

BREMEN.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ALTAIR,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of June at 11 a.m.

All claims must reach us before the 11th of June, 1914 or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,

MELOCHERS & Co.,

General Agents.

Hongkong 28th, May, 1914.

Notices

THE GREATEST BRITISH PIANO THE BRINSMEAD

MAY BE HAD ON THE HIRE PURCHASE SYSTEM. JUST CONSIDER
---EVERY INSTALMENT PAID IS MONEY INVESTED IN A PIANO OF BRITISH MAKE WITH THE REPUTATION OF A WORLD FAMOUS FIRM BEHIND IT.
NEW MODELS JUST RECEIVED AT THE SOLE AGENTS

ROBINSON'S

BREWER & CO.

Pedder Street, (Adjoining Hongkong Hotel Main Entrance)
Telephone No. 696.

KEMPE'S ENGINEERS YEAR

BOOK 1914, £11.50

A CLASSICAL DICTIONARY OF HINDU MYTHOLOGY, RELIGION ETC.

by John Dowson, £6.00

THE LIFE OR LEGEND OF GAUDAMA, THE BUDDHA OF THE BURMESE.

by R. Revd. P. Bigandet, £6.00

EVERYMAN HIS OWN MECHANIC

by John Barnard, £2.75

CLOCK REPAIRING AND MAKING

by F. J. Jarrard, £3.60

SCREW CUTTING FOR ENGINEERS,

by Ernest Pull, £2.00

THE MODERN FAMILY DOCTOR, A Guide to Perfect Health.

700 Double Column Pages, £2.75

THE LIFE OF HENRY LABOUREY.

by Algar Labouchere Thorold £13.50

THE ARGENTINE IN THE TWENTIETH CENTURY

by Martinez & Lewandowski £7.50

THE THREAD OF LIFE.

The Book Forbidden by the King of Spain.

by H. R. H. The Infanta, £7.50

MEXICO & HER PEOPLE OF TODAY.

by Novin O. Winter, £6.00

LATIN AMERICA: ITS RISE AND PROGRESS.

by F. Garcia Calderon, with a Preface by Raymond Foincaré, £7.50

Consignee

NOTICE TO CONSIGNEES,

FROM SHANGHAI, KOBE, AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No fire insurance has been effected.

Bills of lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.

Agents,
Hongkong, 28th May, 1914. [585]

To Sail

AMERICAN AND ORIENTAL LINE.

(Andrew Weir & Co.'s steamers)

THE Steamship

"MINERIC,"

Capt. J. C. Hall, will be despatched from Hongkong on the 16th June for

BOSTON & NEW YORK.

For freight and further particulars, apply to

The Bank Line Ltd., Agents.

Hongkong, 26th May, 1914.

Over 30 years ago the late Lord Beaconsfield testified to the benefits he received from H. H. ROSS'S CURE, and every post brings similar letters to-day.

So in this by all Chemists and Stores throughout the Country. Beware of Imitations.

H. H. ROSS'S CURE FOR ASTHMA

PREPARED BY H. H. ROSS, 10, BROADWAY, NEW YORK

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and W.T.U.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SLIP AT ORDINARY SPRING TIDES	RISE OF TIDE	SPRINGS	WEATS
KOWLOON						
No. 1 Dock, Kowloon	700'	160' top bottom	30'	5' 6"	10' 6"	10' 6"
No. 2 Dock, Kowloon	375'	75'	18'	7' 6"	10' 6"	10' 6"
No. 3 Dock, Kowloon	340'	68'	14'	7' 6"	10' 6"	10' 6"
Patent Slip, No. 1 Kowloon	280'	50'	12'	7' 6"	10' 6"	10' 6"
TAI-KOK-TSUI						
Cosmopolitan Dock	450'	85'	20'	7' 6"	10' 6"	10' 6"
Hong Dock	430'	85'	18'	7' 6"	10' 6"	10' 6"
Patent Slip, No. 2 Kowloon	235'	45'	10'	7' 6"	10' 6"	10' 6"

HEAD OFFICE: KOWLOON Telephone No. 1 K

Please Address Enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong

